



PRELIMINARY MITIGATED NEGATIVE DECLARATION

GOVERNMENT
DOCUMENTS DEPT

Date of Publication of Preliminary Mitigated Negative Declaration: December 27, 2003

APR - 4 2008

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street, 5th Floor, San Francisco, CA 94103

Agency Contact Person: Lisa Gibson

Telephone: (415) 558-5993

SAN FRANCISCO
PUBLIC LIBRARY

Project Title: 2002.1129E - San Francisco Marina Renovation

Project Sponsor: San Francisco Recreation and Park Department

Project Contact Person: Edgar Lopez, San Francisco Department of Public Works

Telephone: (415) 557-4675

Marina Yacht Harbor, 3950 Scott Street, San Francisco, CA 94123
Sponsor's Block 900, Lot 003

5/S



San Francisco Public Library

Government Information Center
San Francisco Public Library
100 Larkin Street, 5th Floor
San Francisco, CA 94102

REFERENCE BOOK

Not to be taken from the library

Proposed project is the renovation of the San Francisco Marina, including water-side and land-side facilities and the addition of one 1,000-square-foot children's play area. Water-side improvements would include installation of three new floating docks; removal of two existing breakwater structures; reconstruction of portions of the interior shorelines of the marina; maintenance dredging; replacement and repair of existing docks and slips; replacement of gangways and security gates; installation of one new utility and refurbishment of two existing sewage pumpout facilities; upgrade of lighting to the new floating docks; and improved lighting on the docks. Land-side improvements include renovation of existing marina restroom, shower, and office buildings; conversion of existing parking lots to a new maintenance building; restriping of existing parking lots; and construction of a new children's play area.

Project is located within the OS (Open Space) Height and Bulk District.

Number(s), if Applicable: Not yet filed.

HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This project is consistent with the Guidelines of the State Secretary for Resources, Sections 15064 (Mandatory Findings of Significance), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

Mitigation measures, if any, included in this project to avoid potentially significant effects: See pages 51-55.

cc: Edgar Lopez, Project Sponsor Contact
David Lindsay, Neighborhood Planner (NW Quadrant)
Board of Supervisors
Recreation and Parks Commission
Arts Commission
Distribution List
O. Chavez / Bulletin Board
L. Fernandez / Master Decision File

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Project Sponsor: San Francisco Recreation and Park Department

Project Contact Person: Edgar Lopez, San Francisco Department of Public Works

Telephone: (415) 557-4675

Project Address: San Francisco Marina Yacht Harbor, 3950 Scott Street, San Francisco, CA 94123

Assessor's Block and Lot: Assessor's Block 900, Lot 003

City and County: San Francisco

Project Description: The proposed project is the renovation of the San Francisco Marina, including improvements to existing water-side and land-side facilities and the addition of one 1,000-square-foot maintenance building and one children's play area. Water-side improvements would include installation of three new breakwater structures and the removal of two existing breakwater structures; reconstruction of portions of the degraded rip-rap slopes around the interior shorelines of the marina; maintenance dredging; replacement and reconfiguration of the floating docks and slips; replacement of gangways and security gates; installation of one oily water and sewage pumpout facility and refurbishment of two existing sewage pumpout facilities; upgrade of electrical, water, and telephone services to the new floating docks; and improved lighting on the docks. Land-side improvements would include renovation of existing marina restroom, shower, and office buildings; conversion of a vacant building into office space; construction of a new maintenance building; restriping of existing parking lots and public paths; and construction of a new children's play area.

The project site is within a P (Public) District and an OS (Open Space) Height and Bulk District.

Building Permit Application Number(s), if Applicable: Not yet filed.

THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

Mitigation measures, if any, included in this project to avoid potentially significant effects: See pages 51-55.

cc: Edgar Lopez, Project Sponsor Contact
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2002.1129E

DEFINITIONS

Many of the terms used in this document may be unfamiliar to readers. This list of definitions is included to orient readers to the terms used to describe common features of marinas and waterfront developments that are integral to the project. Please refer to this list as necessary when reviewing the attached Initial Study.

Aft: At, in, toward, or close to the stern (rear) of a vessel.

Breakwater: A barrier that protects a harbor or shore from the full impact of waves.

Dock: A platform that forms the space for receiving or mooring a boat.

Fill: Any solid material, including earth or pilings, that is placed for the purpose of construction. The Bay Conservation and Development Commission (BCDC) defines fill as structures floating and/or moored for extended periods, such as houseboats and floating docks.

Float: A pier that floats on top of the water, with guide piles driven as needed to maintain its location.

Gangway: A temporary bridge for getting on and off a vessel at dockside.

Jetty: A structure, such as a pier, that projects into a body of water to influence the current or tide or to protect a harbor or shoreline from storms or erosion.

Pier: A pile-supported structure over water that extends out from the seawall.

Pile or piling: A long, slender column, usually of timber, steel, or reinforced concrete, that is driven into the ground to carry a vertical load. Piers and floating docks are typically supported or secured by pilings. Pilings were historically made of timber and coated with creosote (a distillation of coal tar), a substance that promoted longevity. As creosote is now known to be a contaminant, the Port of San Francisco and several state and federal regulatory agencies require the use of concrete, steel, or pressure-treated wood pilings.

Port: The left-hand side of a boat, ship, or aircraft as one faces forward.

Revetment: A facing of wood, stone, or any other material placed to sustain an embankment when it receives a slope steeper than the natural slope; also, a retaining wall.

Rip-rap: A loose assemblage of broken stones erected in water or on soft ground as a foundation.

Seawall: A retaining wall that separates land from a body of water.

Starboard: The right-hand side of a boat, ship, or aircraft as one faces forward.

SAN FRANCISCO MARINA RENOVATION

INITIAL STUDY

Planning Department Case Number 2002.1129E

I. PROJECT DESCRIPTION

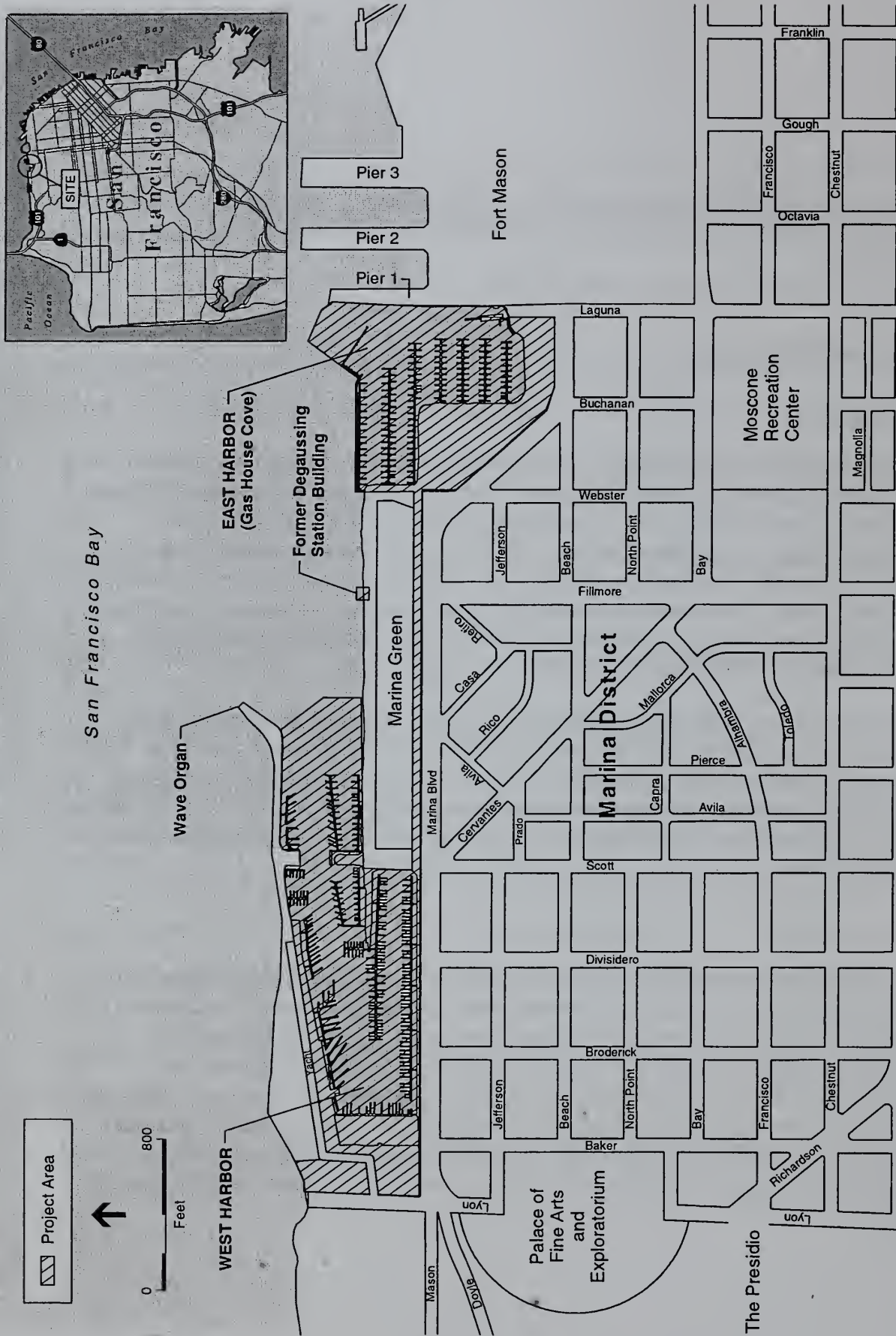
PROJECT PURPOSE

The San Francisco Department of Public Works, on behalf of the San Francisco Recreation and Park Department, proposes to renovate and rehabilitate facilities at the existing San Francisco Marina, situated between Fort Mason and the Presidio, located on San Francisco's northern waterfront (see Figure 1, Project Location). The San Francisco Marina consists of two harbors; the West Harbor dates from 1935 and the East Harbor from 1963. Both harbors are in a degraded condition due to deferred maintenance, damage from wave action and storms, and routine heavy use. Some marina facilities have been removed over the years (due to the cost of repairs), and many of the existing docks and associated utilities have become obsolete or unsafe for marina tenants, guests, and other users.

The marina is used heavily year-round as a recreational boating center. Berths at the marina are in high demand, with an active waiting list of several hundred boat-owners. This renovation program proposes to repair, replace, and/or upgrade marina facilities to provide a safer, more up-to-date marina with a longer useful life and a slip size distribution that more closely matches market demand. The renovation includes improvements to on-shore facilities (e.g., restrooms and the Harbor Office) to better serve marina tenants as well as the general public.

EXISTING FACILITIES

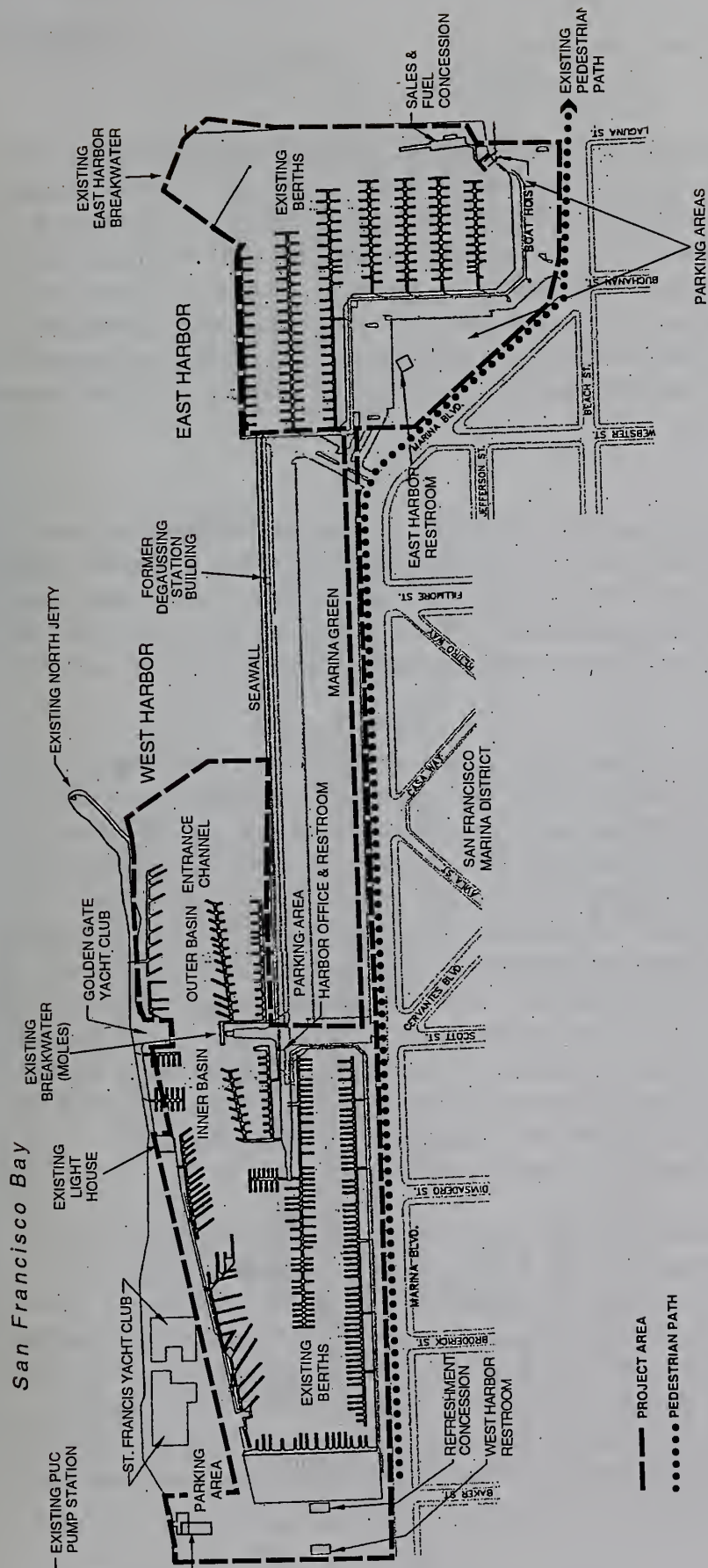
The San Francisco Marina is located in the Marina District on San Francisco's northern waterfront, on property under the jurisdiction of the San Francisco Recreation and Parks Commission. The marina is bounded by Marina Boulevard to the south, Laguna Street to the east, Lyon Street to the west, and San Francisco Bay to the north. The marina consists of two harbors: East Harbor, also known as Gashouse Cove, and West Harbor. The East Harbor encompasses about 600,000 square feet of water area. The West Harbor covers about 1,100,000 square feet of water area in two basins: an inner basin and an outer basin (about 39 acres in total for both harbors). The total land area of both harbors, including sidewalks, gangways, and parking, covers about 830,000 square feet (about 19 acres). Figure 2 shows the Existing Site Plan.



San Francisco Marina Renovation Project / 203305

SOURCE: Environmental Science Associates

Figure 1
Project Location



San Francisco Marina Renovation Project / 203305 ■ **Figure 2**
Existing Site Plan

SOURCE: Department of Public Works, Bureau of Engineering, City and County of San Francisco

The West Harbor marina facilities include the St. Francis and Golden Gate Yacht Clubs, the lighthouse, the Harbor Office building (which also houses a public restroom and tenant showers), a public restroom, a refreshment concession stand, four parking lots, and slips to accommodate 343 boats. The Recreation and Park Department also uses an existing San Francisco Public Utilities Commission (SFPUC) pump station as a maintenance building in the West Harbor to support marina operations. The East Harbor consists of slips for 343 boats, yachts sales and fuel concession, a boat hoist, a public restroom, and two parking lots. Boat slips in both harbors consist of wooden floating docks and gangways supported by creosote-treated wood pilings. Slips are supplied with water, telephone, and electric service, and docks are lighted at night.

PROJECT COMPONENTS

The San Francisco Marina Renovation Program (the project) consists of renovations to selected marina facilities in both the East and West Harbors of the San Francisco Marina. The project area includes water-side improvements over the entire 39-acre water-side portion of the marina and on 12 of the total 19 land-side acres. The project does not include any improvements to the St. Francis or Golden Gate Yacht Clubs, the lighthouse, or the SFPUC pump station (although Recreation and Park Department use of the SFPUC facility would end).

Water-side marina renovations would include installation of three new breakwater segments (one in the East Harbor and two in the West Harbor); removal of two existing breakwater structures (moles) in the West Harbor; reconstruction of portions of the degraded rip-rap slopes around the interior shorelines of both harbors; replacement and reconfiguration of the floating docks and slips, including replacement of wood piles with concrete piles; addition of two hand boat launches (one in the East Harbor and one in the West Harbor); maintenance dredging of about 144,000 cubic yards of material (87,000 cubic yards from the West Harbor and 68,000 cubic yards from the East Harbor); replacement of gangways and security gates; installation of one oily water and sewage pumpout facility in the West Harbor (and refurbishment of the two existing sewage pumpouts – one in the West Harbor and one in the East Harbor); and upgrades of electrical, water, and telephone services to the new floating docks and improved lighting on the docks in both harbors. At project completion, the total number of boat berths would decrease from 686 to 628, although the average berth length would increase from about 32 to 36 feet. Proposed water-side improvements are shown in Figure 3 and described in greater detail in Table 1.

The land-side project improvements would include: renovation of the existing Harbor Office building public restrooms and conversion of 400 square feet of existing office space into tenant showers and restrooms; renovation of an existing former Degaussing Station¹ (now vacant) for use as the new Harbor Office; renovation of the restrooms in the existing 1,970-square-foot East Harbor public restroom building, with the addition of about 600 square feet for tenant showers and restrooms; construction of a new 1,000-square-foot, one-story maintenance building near the East Harbor restrooms (used to store material for maintenance of marina facilities); improvements to on-shore electrical and telephone utilities; and access modifications to the parking lots. With the construction of the new maintenance building for material

¹ The Degaussing Station was used by the U.S. Navy as a base for demagnetizing ships during the World War II era. Ships going into or coming out of the harbor were demagnetized to prevent them from attracting magnetic mines.

San Francisco Bay

EAST HARBOR

WEST HARBOR

EXISTING PUC
PUMP STATION

ST. FRANCIS YACHT CLUB

EXISTING
LIGHT
HOUSE

GOLDEN GATE
YACHT CLUB

OUTER BASIN

INNER BASIN

EXISTING
RESTROOM

REFRESHMENT
CONCESSIONS

MARINA GREEN

EAST
HARBOR
RESTROOMS

FLUORE ST.

MARINA BLVD.

BEACH ST.

WEBSTER ST.

LAQUINA ST.

BUDWIG ST.

PORT MASON

1 OILY WATER AND SEWAGE PUMP-OUT.

2 IMPROVED BIKE/PEDESTRIAN PATH

3 ADDITIONAL TENANT SHOWER/RESTROOM
FACILITIES AND MAINTENANCE FACILITY

4 RENOVATION FOR EXISTING BUILDING (TO BE USED AS PUBLIC
RESTROOMS & TENANT SHOWER/RESTROOM FACILITIES)

5 CHILDREN'S PLAY STRUCTURE (SUBJECT TO CHANGE)

6 BREAKWATER

7 TENANT GATE

8 PUBLIC HAND BOAT LAUNCH AND GUEST DOCK.

9 RENOVATED BOAT HOIST FOR TRAILERED BOAT LAUNCHING

10 IMPROVED TRAILER BOAT STORAGE

11 ADA RAMP

12 SAILING SCHOOL BOAT STORAGE

13 RENOVATION FOR EXISTING BUILDING (TO BE
USED AS HARBOR OFFICE)

14 PUBLIC ACCESS DOCK

15 PUBLIC ACCESS ALONG PORTION OF EXISTING
BREAKWATER

PROJECT AREA



0 400
Feet

SOURCE: Department of Public Works, Bureau of Engineering, City and County of San Francisco

San Francisco Marina Renovation Project / 203305

Figure 3

Proposed Site Plan

TABLE 1
PROPOSED WATER-SIDE IMPROVEMENTS

Element	Existing Conditions	Proposed Project Improvements
WEST HARBOR		
Outer Basin Breakwater	North jetty, about 2,200 feet long	Add 150-foot-long breakwater perpendicular to existing north jetty (either sheetpile or rock) Add 200-foot-long rock breakwater perpendicular to Marina Green seawall at south side of basin (This would result in placement of 16,000 cubic yards/9,000 square feet of new fill below mean high tide [MHT])
Inner Basin Breakwater	Breakwater (moles) at foot of Scott Street	Remove breakwater (This would result in the removal of 12,000 cubic yards/16,000 square feet of existing fill below MHT)
Revetments	2,200-foot-long north jetty (protected with rip-rap along shoreline)	Add filter fabric and reposition existing rip-rap along 350 lineal feet of shoreline on the south side of the north jetty
Boat Services	One sewage pumpout	Renovate existing pumpout and add one new, resulting in 2 oily water and sewage pumpout facilities
Public Access	Guest dock	Refurbish guest dock and add a hand boat launch
Dredging	None, although dredging is done periodically as part of marina maintenance (the West Harbor was last dredged in 2001)*	Maintenance dredge 87,000 cubic yards authorized under existing maintenance dredging permit issued by the U.S. Army Corps of Engineers
EAST HARBOR		
Breakwater	600-foot-long concrete and 250-foot-long sheetpile breakwater	Add 300-foot floating breakwater (wave attenuation structure) adjacent to Fort Mason pier (This would result in the placement of 350 cubic yards/630 square feet of new fill below MHT)
Revetments	About 1,550 lineal feet of shoreline rip-rap	Add new filter fabric and reposition existing rip-rap along 350 lineal feet of shoreline
Boat Services	Boat hoist	Renovate boat hoist
	One sewage pumpout	Refurbish sewage pumpout facility (to include capacity for oily wastewater)
	Boat sales and fuel concession Used oil and oil filter recycling kiosk	Sales and fuel facility to remain Recycling kiosk to remain
Public Access	None	Install public access dock with hand boat launch and guest dock Construct public access path along 500 lineal feet of existing breakwater
Dredging	None (the East Harbor was last dredged in 1989)	New dredging of 68,000 cubic yards; additional sediment sampling and testing will be required before a permit for dredging and disposal can be obtained

TABLE 1 (Continued)
PROPOSED WATER-SIDE IMPROVEMENTS

Element	Existing Conditions	Proposed Project Improvements
BOTH HARBORS		
Floating Docks	Floating docks supported by 705 creosote-treated wood pilings Wooden floating docks on timber pilings providing berths for 686 boats Average berth length of 32 feet Majority of West Harbor slips oriented north-south Approximately 120,200 square feet of area covered by floating docks	Remove 705 creosote-treated wood piles and replace with 750 concrete piles (12- to 18-inch-diameter, 40- to 60-foot-long concrete piles to be driven within the footprint of marina docks, to extend about 5 feet above MHT); reduce total number of boat berths to 628 Increase average length of berths to 36 feet Change orientation of about half of the West Harbor slips to east-west Estimated net increase in area covered after removal and reconfiguration of existing docks: 34,000 square feet
Utilities	Electrical service; water service; fire protection (fire extinguishers, not plumbed water service); and lighting	Upgrade electrical service to minimum capacity of 30 amps per berth; eliminate exposed cables and wires Upgrade water system and fire protection stations on floating docks to meet applicable codes; replace water lines and add new pipes and valves for fire control access Replace and standardize telephone service conduits Install new lights on docks as docks are replaced (lights would be near ground level to light walking path)
Access	23 gates and 24 wooden gangways and 3 aluminum gangways	Replace gates with new units and reduce the total number of gates from 23 to 10 (3 in East Harbor, 7 in West Harbor) Replace wooden gangways with aluminum units and reduce the total number of gangways from 24 to 10 (3 in East Harbor and 7 in West Harbor) Add 1 Americans with Disabilities Act (ADA)-compliant access ramp in West Harbor and 1 ADA-compliant access ramp in East Harbor

*The San Francisco Planning Department determined that the West Harbor dredging could not have a significant effect on the environment and issued a Negative Declaration for that project on May 18, 1999. This document is available for review by appointment as part of Case File No. 1998.834E at 1660 Mission Street, Suite 500, San Francisco, CA 94618.

SOURCE: Department of Public Works, City and County of San Francisco, 2003

storage, the Recreation and Park Department would no longer use the existing 1,500-square-foot SFPUC pump station in the West Harbor.

Additional land-side improvements would include new and improved informational and instructional signs in the marina in addition to parking lot improvements. The East Harbor parking area would be improved by renovating an existing boat hoist for boat launching and designating a formal boat trailer storage area. No change in the number of parking spaces would occur at either the East or West Harbor parking lots, although access control gates would be installed to allow boater-only access to designated parking spaces between the hours of 10:00 p.m. and 6:00 a.m. (when marina restrooms are closed, and the proposed children's play area would be closed). These parking spaces are currently designated as boater-only parking between the hours of 10:00 p.m. and 6:00 a.m., although no access controls are in place.

Public access improvements (in addition to public restroom improvements) would include new striping for the existing bicycle and pedestrian path linking the East and West Harbors; improved public access along a portion of the East Harbor breakwater; and construction of a 10,000-square-foot children's play area near the East Harbor restrooms (exact location to be determined based on community input on siting and design). Land-side improvements are shown in Figure 3 and described in more detail in Table 2.

PROJECT SETTING

The project site is in an area predominately characterized by recreational and open space uses along the waterfront and residential and neighborhood commercial uses inland.

The marina is situated between Fort Mason and the Presidio, both of which are part of the Golden Gate National Recreation Area (GGNRA). The GGNRA is one of the largest and most visited national parks in an urban setting, comprising 74,000 acres of open space and recreational uses along 28 miles of coastline in San Francisco, Marin, and San Mateo Counties. The National Park Service also considers the marina to be within the boundaries of the GGNRA. At the east end of the West Harbor (north) jetty is the wave organ, a wave-activated acoustical structure. The wave organ includes 25 organ pipes located at various elevations within the site. Sound is created by the impact of waves against the pipe ends and the subsequent movement of the water in and out of the pipes.

To the west of the marina is the Presidio. The Presidio, a former active military base, became the newest public park in the GGNRA in 1994. Since 1998, the Presidio has been jointly managed by the National Park Service and the Presidio Trust. The Presidio contains a total land area of 1,480 acres that includes 500 historic buildings, a collection of coastal defense fortifications, a national cemetery, a saltwater marsh and ecological reserve, forests, beaches, native plant habitats, coastal bluffs, and hiking and biking trails.

To the east of the San Francisco Marina is Fort Mason Center. In use by the military for over 200 years, Fort Mason became part of the GGNRA in 1977, with the aim of converting the former military installation to civilian use. Since then, the Fort Mason Center has become one of the City's cultural centers, containing 40 nonprofit organizations as well as museums, theaters, and restaurants. Other recreational and educational uses in the vicinity of the project site include Marina Green park adjacent to and south of the marina; Aquatic Park to the east of Fort Mason; and the Palace of Fine Arts lagoon and

TABLE 2
PROPOSED LAND-SIDE IMPROVEMENTS

Element	Existing Conditions	Proposed Project Improvement
WEST HARBOR		
Harbor Office	1,100-square-foot building used for office, public restrooms, and tenant showers	Convert 400 square feet of office space into tenant restrooms and showers (add 2 sinks and 2 toilets); no square footage would be added Upgrade for ADA compliance
Public Restroom	1,000-square-foot public restroom	Upgrade for ADA compliance
SFPUC Pump Station	Currently used by the Recreation and Park Department as maintenance facility to store materials used in marina maintenance (about 1,500 square feet in use)	No physical changes; Recreation and Park Department would no longer use this facility
Parking	Approximately 719 spaces (495 general spaces, 206 boater-only spaces, 18 handicap spaces)	Install gates on boater-only spaces to control access during the restricted parking period (from 10:00 p.m. until 6:00 a.m., daily); no change in number of spaces
Landscaping	Grass with a few trees and shrubs	Replace distressed or dead trees and shrubs and re-seed grass as necessary
EAST HARBOR		
Restroom	1,970-square-foot public restroom	Expand 600 square feet to add tenant showers and restrooms (add 6 toilets, 6 sinks, and 6 shower stalls); limited excavation required (less than 10 cubic yards) Upgrade existing public restroom for ADA compliance
Area Adjacent to Restroom	Open space, grass	Construct new, one-story, 1,000-square-foot, ADA-compliant maintenance building; limited shallow excavation required (about 100 cubic yards)
Public Access	Open space, grass	Construct 10,000-square-foot children's play area with swings, sand boxes, spring toys, other play structures, and seating for adults and children; about 5,500 square feet of new impervious surface and 4,500 square feet of pervious surface (final location to be determined after additional community input)
Parking	Approximately 441 total parking spaces (340 general spaces, 95 boater-only spaces, 6 handicap spaces)	Install gates on boater-only spaces to control access during the restricted parking period (from 10:00 p.m. until 6:00 a.m., daily); no change in number of spaces
Landscaping	Landscaped strip about 10 feet wide along edge of harbor and near restroom	Repair damaged or distressed trees, shrubs, and grasses along landscaped edge and plant new grass and shrubs near new maintenance building and renovated restroom

TABLE 2 (Continued)
PROPOSED LAND-SIDE IMPROVEMENTS

Element	Existing Conditions	Proposed Project Improvement
BOTH HARBORS		
Former Degaussing Station Building	Vacant 700-square-foot building	Renovate for use as Harbor Office; no additional square footage would be added; existing porch would be enclosed; a new egress would be added; other renovations would be to the interior of the building (reconstruction of interior walls; new plumbing, wiring, paint, light fixtures, and flooring) Upgrade for ADA compliance
Public Access (Bicycle/Pedestrian Path)	Approximately 4,800 lineal feet of about 12-foot-wide bicycle and pedestrian path between West and East Harbors (about 58,000 square feet)	Restripe path and add curb or landscape edging (to separate path from open grass)

SOURCE: Department of Public Works, City and County of San Francisco, 2003

park (which also includes the Exploratorium, a hands-on science museum for children) southwest of the marina.

Residential uses are located to the south, southeast, and southwest of the marina. Single-family homes line the south side of Marina Boulevard across the street from the project site. These homes are mostly two to three stories and are typically set back from the street. Many of these homes date from the 1920s; however, some contemporary infill development has occurred. Spanish eclectic and Mediterranean styles define the residential character of the area; common building materials include wood, stucco, and terra cotta. Larger, multi-family apartment houses, generally four stories tall, are located to the south and southwest of the site, predominately along Alhambra, Beach, Fillmore, and Scott Streets.

Small-scale neighborhood commercial uses are located along the Marina District's main shopping thoroughfare, Chestnut Street, located approximately four blocks south of the project site. Chestnut Street consists of a diverse mix of shops, restaurants, and services in a neighborhood setting. An existing shopping center (Marina Safeway) is located immediately south of the East Harbor between Buchanan and Laguna Streets. South of North Point Street, small commercial establishments are located on the ground floor of mixed-use residential buildings.

The project site (within Assessor's Block 900, Lot 003) is in a P (Public) District and an OS (Open Space) Height and Bulk District. The Presidio (west of the project site) and Fort Mason (east of the project site) are also zoned P and OS. Properties to the south of the project site are zoned RH-1, RH-2, and RH-3 (Residential House District, One-, Two-, and Three-Family, respectively); and RM-2 and RM-3

(Residential Mixed Districts, Moderate and Medium Density, respectively). Zoning to the southeast of the project site includes NC-2 and NC-S Districts (Small-Scale Neighborhood Commercial and Neighborhood Commercial Shopping Center, respectively) along Chestnut and Buchanan Streets. Height and Bulk Districts in the project vicinity to the south of the marina are 40-X.

PROJECT SCHEDULE

Construction of the proposed project would take up to about 36 months (about 20 months in the West Harbor and 16 months in the East Harbor). Water-side work would be staged to limit displacement of existing marina tenants. The staging would involve replacement of portions of floats, pilings, and associated dredging in sections of the marina, with marina tenants temporarily relocated during each stage. A specific tenant relocation plan would be developed in conjunction with project design work to minimize the number and duration of temporary relocations. This relocation plan would first involve rebuilding the slips adjacent to the north jetty (at the entrance channel to the West [Outer] Harbor) that have been removed over the years. These rebuilt slips would then be used as temporary accommodation for boats displaced as construction proceeds from one area of a harbor to another. After design and permitting, project construction would begin in the West Harbor (where construction is expected to last for 20 months) and then move to the East Harbor (expected to last for 16 months). Land-side work would occur over the same period, concurrent with water-side work. Construction is anticipated to begin in 2005.

Project construction costs are estimated at \$26,037,000 (in 2002 dollars), to be funded through loans from the California Department of Boating and Waterways, although several possible funding mechanisms may be used. All project funding would be subject to the approval of the San Francisco Recreation and Parks Commission and Board of Supervisors.

II. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<u>Not Applicable</u>	<u>Discussed</u>
1) Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	_____	<u> X </u>
2) Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	_____	<u> X </u>

The City and County of San Francisco Planning Code (Planning Code), which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the Planning Code, or an exception is granted pursuant to provisions of the Planning Code. Approval of the proposed project would result in some intensification of development on the project site, the specific impacts of which are discussed below under the relevant topic heading.

The project site is within a P (Public) District and an OS (Open Space) Height and Bulk District. P Districts refer to land that is owned by a governmental agency and is in some sort of public use, including open space. Principal permitted uses in P Zoning Districts include structures and uses of the City and County of San Francisco, as well as other governmental agencies, including accessory nonpublic uses, when in conformity with the San Francisco General Plan (General Plan) and the provisions of other applicable laws, ordinances, and regulations (Planning Code Section 234.1[b]).

The project site is identified in the San Francisco Bay Plan (Bay Plan). The Bay Plan, adopted in 1969 and since amended, specifies goals, objectives, and policies for San Francisco Bay and shoreline, and is administered by the San Francisco Bay Conservation and Development Commission (BCDC). The Bay Plan identifies policies for recreational use of the Bay and for marinas, as well as specific plans for San Francisco's northern waterfront, from the Presidio to Aquatic Park. While the Bay Plan does not specifically identify policies for the San Francisco Marina, policies applicable to the Presidio and Fort Mason could be considered influential due to the proximity of these areas to the proposed project. The Bay Plan identifies the Presidio and Fort Mason as "priority use areas." Specific to the northern waterfront, priority use areas are guided by the three following land use principals: (1) maintain compatible use of buildings; (2) provide continuous shoreline access; and (3) develop and manage areas within National Park jurisdiction for open space and water-oriented recreation. The proposed project would generally comply with the Bay Plan and would require a BCDC Major Permit.

Environmental plans and policies are those, like the Bay Area Air Quality Plan, which directly address environmental issues and/or contain targets or standards that must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

The General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The current project would not obviously or substantially conflict with any such policy. In general, potential conflicts with the General Plan are considered by decision-makers independently of the environmental review process, as part of the decision to approve or disapprove a proposed project. Any potential conflict not identified herein could be considered in that context and would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the Planning Code to establish eight Priority Policies. These policies are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character; (3) preservation and enhancement of affordable housing; (4) discouragement of commuter automobiles; (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; (6) maximization of earthquake preparedness; (7) landmark and historic building preservation; and (8) protection of open space. The Priority Policies, which provide general policies and objectives to guide certain land use decisions, contain some policies that relate to physical environmental issues. The proposed project would not obviously or substantially conflict with any such policy. Prior to issuing a permit for any project that requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. In reviewing the building permit application for the proposed project, the Planning Department would make the necessary findings of consistency with the Priority Policies.

B. ENVIRONMENTAL EFFECTS

All items on the Initial Study Checklist have been checked "No," indicating that, upon evaluation, the San Francisco Planning Department has determined that the proposed project could not have a significant adverse environmental effect. Several of those checklist items have also been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No," without discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Planning Department (such as the Transportation Guidelines for Environmental Review), or on review of the California Natural Diversity Database and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation considered the impacts of the project both individually and cumulatively.

1) <u>Land Use</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Disrupt or divide the physical arrangement of an established community?	_____	<u> X </u>	<u> X </u>
(b) Have any substantial impact upon the existing character of the vicinity?	_____	<u> X </u>	<u> X </u>

Land uses on the project site include water-oriented/maritime recreational, open space, public facilities, and other uses ancillary to the operation of the marina, such as surface parking in both the West and East Harbors, and a pump station owned by the San Francisco Public Utilities Commission (SFPUC) (and used, in part, for storage of marina maintenance equipment and materials). The former Degaussing Station, now vacant, is located north of the Marina Green, adjacent to the pedestrian promenade along the marina's seawall. The Degaussing Station has existed in this location since 1951 and was reconstructed in 1984.

The project site (within Assessor's Block 900, Lot 003) is within a P (Public) District and an OS (Open Space) Height and Bulk District. The Presidio (west of the project site) and Fort Mason (east of the project site) are also zoned P (Public). Properties to the south of the project site are zoned RH-1, RH-2, and RH-3 (Residential House District, One-, Two-, and Three-Family, respectively), and RM-2 and RM-3 (Residential Mixed Districts, Moderate and Medium Density, respectively); zoning to the southeast of the project site includes NC-2 and NC-S Districts (Small-Scale Neighborhood Commercial and Neighborhood Commercial Shopping Center, respectively) along Chestnut and Buchanan Streets. Height and Bulk Districts to the south of the marina are 40-X.

With the project, there would be no change to the existing variety of recreational and open space on the project site, except for the addition of a 10,000-square-foot children's play area, the construction of one 1,000-square-foot, single-story maintenance building, and the change in use of the existing, currently vacant Degaussing Station to the proposed Harbor Office use.

Land use impacts are considered to be significant if a project would disrupt or divide the physical arrangement of an established community, or if it would have a substantial impact upon the existing character of the vicinity. While the proposed project would represent changes to site development, the project would not cause a significant adverse land use impact. The proposed project would not disrupt or divide the physical arrangements of existing uses and activities that surround it, nor would it displace any businesses, residences, or other uses. Implementation of the proposed project may attract new (public) boating and recreation users onto the project site with the addition of hand boat launches, renovation of the existing boat hoist, improvements to public paths and restrooms, and the addition of a children's play area. These uses, however, have been ongoing at the site and vicinity for many years, and the proposed project would therefore be consistent with the existing maritime and recreational uses at the site. Implementation of the project would result in fewer, although (on average) longer, berths in the marina, which may attract some larger boats to the marina; however, several boats currently moored at the marina are in berths that are too small, and some existing marina tenants are expected to move their boats into the larger berths.

During the project's construction phases, existing marina users would be temporarily displaced while improvements occur; however, construction of these improvements would occur in phases, and temporary berths within the marina would be made available to those users directly affected. The construction would be phased to provide initial reconstruction of slips that have been removed over the life of the marina. These "new" slips would be used to accommodate boats as they are temporarily displaced for dredging, pile driving, and dock rebuilding in a small section of the marina. Once one section of rebuilding is complete, the displaced boats would be moved to their new berths and the next boats would be moved into temporary berths for the next phase of construction, and so on. A tenant relocation plan would be distributed, and the opportunity to discuss the plan with marina management would be given to all marina tenants prior to any construction. Long-term reduction in the number of slips is anticipated to occur

through natural attrition as users leave the facility. The proposed project would also have temporary impacts on existing land-side site uses during construction, since the restrooms and Harbor Office would be closed for short periods during renovations. Temporary, portable toilet cabinets would be moved onto the site during restroom renovations. Construction would be scheduled so that the Degaussing Station would be renovated prior to the Harbor Office so that office equipment and personnel could be moved to their new locations prior to Harbor Office renovation.

The proposed project would not substantially affect any of the existing off-site uses and activities, such as the open space in the Marina Green or the wave organ located outside the project area. Surrounding uses and activities would therefore generally continue and would interrelate with each other as they do presently, without disruption from the proposed project and with no change in the character of the area. Therefore, the project would not result in significant impacts related to land use.

2) <u>Visual Quality</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Have a substantial, demonstrable negative aesthetic effect?	_____	<u> X </u>	<u> X </u>
(b) Substantially degrade or obstruct any scenic view or vista now observed from public areas?	_____	<u> X </u>	<u> X </u>
(c) Generate obtrusive light or glare substantially impacting other properties?	_____	<u> X </u>	<u> X </u>

VIEWS AND VISUAL CHARACTER

The San Francisco Marina, located along the City's northern waterfront, is characterized by open and expansive views of the horizon, sky, Marin County across San Francisco Bay, and dense urban development. Long-range views (greater than four miles) from the project site include: San Francisco Bay and the towns of Tiburon and Belvedere to the north, Angel Island and Alcatraz Island to the northeast, and the Golden Gate Bridge and Marin Headlands to the northwest and west. Short-range views (less than one mile) from the project site include Crissy Field, the dome of the Palace of Fine Arts, and the Bay shoreline to the west; Fort Mason, Russian Hill, and the tops of downtown high-rises from certain locations at the marina's West Harbor to the east; and multi-level, single- and multi-family homes along Marina Boulevard to the south.

The project site is visible from a number of publicly accessible viewpoints, including Marina Green (a public park located south of the seawall between the West and East Harbors); sidewalks along Marina Boulevard; Fort Mason Center; Fort Mason Park (just south of Fort Mason Center); and the open water to the north of the marina.

The project site is also visible from private viewpoints in the residential areas along Marina Boulevard to the south. From nearby locations, the most prominent visual attributes of the project site are the boats and masts of boats berthed in the marina. The masts appear as a forest of tall, thin posts at a height of

approximately 40 feet above the water. Boats and masts are also visible from viewpoints along Marina Boulevard and in views from nearby north-south streets (e.g., Broderick, Divisadero, Scott, Cervantes, and Webster Streets). Other marina facilities, including the St. Francis Yacht Club, Golden Gate Yacht Club, lighthouse, concession stand, maintenance building/pump station, restroom buildings, and Degaussing Station, are also visible from nearby public and private viewpoints.

New construction proposed as part of the project includes a single-story maintenance building, which would be built adjacent to a surface parking area in the East Harbor; a single-story addition to the East Harbor restrooms; and a play area. Additionally, several existing buildings (the Degaussing Station, Harbor Office, and East and West Harbor restrooms) would be renovated (new sinks, toilets, showers, offices, etc.), and upgraded for Americans with Disabilities Act (ADA) compliance. These changes would occur primarily to the interiors of the buildings and would generally not affect exterior views.

The proposed 1,000-square-foot maintenance building, 600-square-foot restroom expansion, and a new 10,000-square-foot children's play area would be located in the East Harbor (see Figure 3). These new facilities would be visible from sidewalks along Marina Boulevard, Fort Mason Park, and nearby private residences and businesses. The new, low-profile (about 18 feet in height) maintenance building would be located near the existing public restroom. As such, the design would minimize view blockage of the marina and open water beyond. The proposed maintenance building and exterior modifications to the East Harbor restroom would incorporate existing design elements of on-site buildings, including details of fenestration, color, and building materials. The proposed children's play area would include swings, spring toys, sand boxes, and bench seating. No walls or other view-obstructing barriers are proposed for the play area, and views of the marina and open water beyond from public viewing locations along Marina Boulevard and Fort Mason Park, as well as private viewpoints from residences on the south side of Marina Boulevard (east of Fillmore Street), would be available through the playground equipment. The proposed project would not result in substantial, adverse visual change, since improvements would generally be consistent with the existing visual character of the marina, and would not degrade or obstruct any scenic view or vista now observed from public viewpoints. The boats and marina facilities are currently part of the existing visual landscape and would continue to be under the proposed project.

The proposed renovated and reconfigured marina slips would accommodate 628 boats, a decrease of 58 boats from existing conditions. Average berth length would increase by about 4 feet, from 32 to 36 feet long. Fewer boats would be moored in the marina after renovation, but some of these berths could accommodate longer boats than under present conditions. The exact number and size of boats that would be moored in the marina after the renovation project is not known. Generally, boats moored in slips are 10 percent shorter than the length of the slip. The visibility of the boats would slightly intensify, given that marginally longer boats could be moored in the East and West Harbors, and these craft could be larger and could have taller masts; however, the overall number of boats moored in the marina would be reduced, and the total number present would fluctuate on a daily basis, as is currently the case. Furthermore, boats are a component of the existing visual landscape at the marina, and the potential minimal increase in boat size would not substantially intensify the visibility of boats at the project site. For these reasons, the addition of some longer and/or larger boats at the marina after renovation would not substantially degrade or obstruct any scenic view or vista, nor alter the overall maritime character of the project site or its surroundings. The presence of larger or longer boats in marina slips would continue to allow for long-distance views between

boats at the marina and nearby locations, and long-distance views of the marina would appear essentially the same as under existing conditions.

The proposed project would alter the orientation of slips in the marina, and boat slips would exhibit a more regular and uniform configuration. The existing marina slips have a somewhat irregular spacing and size distribution pattern. In the West Harbor, slips are predominately configured perpendicular to Marina Boulevard (i.e., north-south), whereas all boat slips in the East Harbor are oriented this way. After renovation, more slips in the West Harbor would be oriented parallel to Marina Boulevard (i.e., east-west). This parallel slip orientation would occur in the outer basin and in a small section of the inner basin, roughly between the lighthouse and the proposed breakwater (see Figure 3). In the East Harbor, the existing perpendicular slip configuration would continue.

Changes in slip orientation would alter views of the harbor, and Bay beyond, from public viewpoints within the marina and from public viewing locations adjacent to it (the north portion of Marina Green park and adjacent sidewalks in particular). Whereas foreground or aft views of craft are visible under the existing perpendicular (north-south) slip orientation, the proposed project would increase the number of port- and starboard-side views of moored boats in the West Harbor. Boats moored in the reoriented slips could obstruct some views of the St. Francis Yacht Club building, lighthouse, and distant vistas from some points along the marina seawall and the northwest portion of Marina Green, as views of boat length would be emphasized over views of boat width. However, this would be most noticeable from close to the marina, rather than a disruption of distant scenic views. Boats are currently visible from these view points, and are a part of the scenic landscape. The project would reduce the marina's total number of boats and would not increase the overall footprint of the marina. Also, the existing panoramic views from other locations along the seawall, public walkways, and from the Marina Green would continue to be available under project conditions. Therefore, the reconfiguration of the marina slips would not substantially degrade or obstruct any scenic view or vista, nor alter the overall maritime character of the project site or its surroundings.

Changes to short-range views would also occur in the outer basin of the West Harbor due to the construction of the two proposed breakwaters. One of the two breakwaters would be constructed near the wave organ and would extend about 150 feet southeasterly into the outer basin of the West Harbor. The second breakwater would be constructed adjacent to the marina seawall, approximately 500 feet east of the existing Harbor Office, and extend about 200 feet into the harbor. The addition of the proposed breakwaters would not result in an adverse visual effect, because their design would be consistent with other water-side elements of the marina, similar to the proposed rip-rap that lines the outer and inner basins of the East and West Harbors. In addition, the proposed breakwaters would be at grade with the seawall and jetty (approximately 8 feet above MHT) and would not substantially obstruct public views of the harbor. Moreover, proposed improvements to the existing East Harbor breakwater would provide over 500 linear feet of public access, creating new public viewing locations. Views from the proposed access on the East Harbor breakwater would include panoramic views of the San Francisco Bay, Alcatraz Island, Marin Headlands, and Golden Gate Bridge to the north and northwest.

The project would involve renovation of the currently vacant, 700-square-foot Degaussing Station for use as the marina office. The project would not alter the Degaussing Station's existing footprint, as no additional square footage would be added to the building. The project would alter the appearance of the

Degaussing Station by removing the fencing surrounding the building, enclosing its porch (to serve as an entry vestibule), and adding a new egress. Other renovations would be limited to the interior of the building. As such, existing views from the Marina Green, marina seawall, Marina Boulevard, and Fort Mason Park would continue to be available under project conditions.

In sum, the proposed project includes limited additions to and renovations of existing on-site structures in an area already developed with maritime uses. The project would alter some short- and long-range views from public viewing locations on the site and in its vicinity, including views from the Marina Green, Fort Mason Park, and neighboring streets. Some public views would change due to the addition of new structures (maintenance building, East Harbor restroom addition, and new play area) and to the reconfiguration of some marina boat slips. Views from some public places would be altered (between boats and structures) to include fewer distant views and more sides of boats (especially from points along the western portion of the Marina Green). However, views of marina buildings and moored boats are currently in the foreground of views from these locations. Thus, the project would not be substantially incompatible with the existing visual environment and would not result in a demonstrable negative aesthetic effect, or substantially degrade or obstruct any scenic view or vista now observed from public areas. As such, the proposed project would result in less-than-significant effects related to visual character and aesthetics:

LIGHT AND GLARE

Building materials would not result in glare affecting other properties. The project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Therefore, mirrored glass would not be used, and the new and remodeled buildings would not result in glare affecting other properties.

A lighting study was prepared to measure background light levels at the site; help determine the impact of project lighting on the environment; and provide general design recommendations, which the project sponsor has incorporated into project design (Horton Lees Brogden Lighting Design, 2003). The study found that most of the existing lighting in the vicinity of the marina is low, typically less than one foot-candle², and that several existing marina buildings with unshielded, building-mounted light fixtures result in much of the measured light and glare.

As part of project improvements at the new maintenance building, renovated East and West Harbor restrooms, and renovated Degaussing Station and Harbor Office, new lighting and lighting controls would be installed on both the interior and exterior of buildings. As part of the project design, new light fixtures in new and renovated buildings would provide shielded, direct illumination that would reduce glare and light trespass. Time clocks and/or occupancy sensors on all interior building lights would prevent the lighting fixtures from operating when the buildings would be closed and/or unoccupied. New lighting fixtures on the floating docks would be located near ground level and provide fully shielded, direct illumination downward onto the pathway. Light levels would be based on the minimum recommended light levels published by the Illumination Engineering Society of America. Given the proposed source

² A foot-candle is a unit of measure to quantify light output, defined as the illumination produced by one candle measured at a distance of one foot.

shielding, low-mounting height, lighting controls, and illumination level goals, the proposed lighting improvements would result in reduced site light pollution, reduced light trespass, improved user comfort and security, and reduced glare. The project's proposed lighting scheme would also result in less-than-significant effects on migratory birds and other biological resources (see Section B.8, Biology). In terms of glare from existing building lights, the proposed project would result in less light, glare, and light trespass than under existing conditions, and, as such, light and glare effects would be considered less than significant. Horton Lees Brogden Lighting Design (2003) concluded that project improvements would not result in any loss in the quality of night sky viewing.

In view of the above, the proposed project would not result in a significant effect on visual quality.

3) **Population** - Could the Project:

<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
_____	<u>X</u>	<u>X</u>
_____	<u>X</u>	<u>X</u>
_____	<u>X</u>	<u>X</u>

(a) Induce substantial growth or concentration of population?

(b) Displace a large number of people (involving either housing or employment)?

(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?

The project would continue the existing marina operations. City and County of San Francisco employees would continue to staff the Harbor Office and support marina operations and maintenance, with no change in employment. The project would not result in population growth or concentration, or change any demand for housing. Current marina policy does not allow live-aboards or houseboats within the marina. This policy would continue with implementation of the project.

During project construction, existing marina users would be temporarily displaced while improvements occur; however, construction of these improvements would occur in phases, and temporary berths within the marina would be made available to those users directly affected. The long-term reduction in the number of slips is anticipated to occur through natural attrition as users leave the facility.

Project improvements could attract some additional visitors to the marina public areas for day use of the children's play area, boat hoist, hand boat launches, and public paths and for use of the improved restrooms. Use of these facilities would be short term in nature. The project would not create any new, regional attractions or include facilities that could not be found in similar parks in other city neighborhoods. The project is not adding significant new facilities or substantially expanding existing facilities. The change in the number of marina users under the project is expected to be slight. Therefore, the project would not result in significant effects related to population, either through neighborhood growth or displacement.

4) <u>Transportation/Circulation</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	_____	<u> X </u>	<u> X </u>
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	_____	<u> X </u>	<u> X </u>
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	_____	<u> X </u>	<u> X </u>
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	_____	<u> X </u>	<u> X </u>

The project site is bounded by Marina Boulevard to the south, with north-south streets (from Laguna Street to the east to Lyon Street to the west) intersecting Marina Boulevard. Marina Boulevard, designated as a secondary arterial in the General Plan, is a two-way, east-west street that connects Van Ness Avenue (via Bay and Laguna Streets) with Doyle Drive (which connects with the Golden Gate Bridge – U.S. 101 and Park Presidio Boulevard – State Route 1).

TRAFFIC

At project completion, the total number of berths would decrease from 686 to 628. With 58 fewer boats in the marina, the level of tenant-related traffic is not expected to increase, and could decrease with the reduced number of berths, resulting in fewer vehicle trips than under existing conditions. This decrease might be offset, however, with some increase in day use of the boat hoist, hand boat launches, children's play area, public paths, and restrooms. Overall, the change in traffic flow conditions in the project area would be undetectable to drivers, since most day use of the area is anticipated to result from pedestrians, bicyclists, and neighborhood residents.

TRANSIT

The use of transit by people who currently use the harbors is assumed to be minimal, and the proposed project would not have a measurable effect on transit ridership. Any new users of the site would most likely be similar to existing users (i.e., pedestrians, bicyclists, boaters, and boaters driving to the site to visit moored boats or launch boats). The project would not have a noticeable effect upon transit services in the project area.

PARKING

On-street parking is provided on the south side of Marina Boulevard only. Parking on Marina Boulevard and on the street network south of the marina area is restricted to two hours between 8:00 a.m. and 6:00 p.m. (Monday through Friday) for nonresidents. Residents (with residential zone M parking permits) have no time limit.

The project site provides a mix of parking for both the general public and for Harbor Permit holders only. Specifically, parking is restricted to Harbor Permit holders only from 10:00 p.m. to 6:00 a.m., and a portion of the spaces (closest to the boats) is restricted to Harbor Permit holders all day on weekends and holidays. There is no physical separation between these two types of parking spaces (i.e., they are separated only by circulation aisles within the parking areas), so the general public and people with Harbor Permits both access the parking spaces from Marina Boulevard via the same driveways.

Under the proposed project, the number of parking spaces at the East or West Harbor parking lots would not change. In addition, the current parking restrictions would remain in effect. However, access control gates (with card readers) would be installed to allow boater-only access to designated parking spaces during the hours the marina is closed to the general public (i.e., 10:00 p.m. to 6:00 a.m.). The intent of the improvement is to make enforcement of the above-described parking restrictions less labor-intensive (i.e., staff would spend less time patrolling the parking areas and issuing citations). The gates would be recessed from Marina Boulevard, and the card activation would allow for quick ingress.

The project would not make parking in the harbor areas more restrictive, but would modernize the system of enforcement of current parking restrictions. The proposed project would not affect the ability of existing parking facilities to accommodate parking demand. With fewer boats moored in the marina, parking demand at the marina may decrease somewhat. Therefore, project impacts on the availability of parking would be less than significant.

PROJECT CONSTRUCTION

During the projected 36-month construction period (20 months in the West Harbor and 16 months in the East Harbor), temporary and intermittent transportation impacts would result from truck movements to and from the project site. Construction would occur on weekdays only, and staging of construction equipment and material would occur in the West Harbor area. Truck movements during peak commute hours would have greater potential to create conflicts than during nonpeak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. The intensity and nature of construction activity would vary over the construction period, and the effects of added truck traffic on area roadways would likewise vary. Because truck trips would be spread over the workday, the temporary impact on traffic flow would be less than significant. During project construction, the construction workers would use off-street parking spaces in the harbor areas, which on weekdays are available in ample supply.

5) <u>Noise</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Increase substantially the ambient noise levels for adjoining areas?	_____	<u>X</u>	<u>X</u>
(b) Violate Title 24 Noise Insulation Standards, if applicable?	_____	<u>X</u>	<u>X</u>
(c) Be substantially impacted by existing noise levels?	_____	<u>X</u>	<u>X</u>

The urban setting of the project area includes numerous potential sources of noise, dominated by vehicular traffic on Marina Boulevard. The nearest noise-sensitive uses are residential uses located approximately 200 to 800 feet south of the project site (from the water basins) along Marina Boulevard. Residential uses are considered more sensitive to noise, particularly at night, due to the lower background noise levels and the sensitive nature of activities that take place in residences (such as relaxation and sleep). Other uses in the vicinity of the site, such as commercial uses, are considered less sensitive to noise. It should be noted that noise levels at receptors near the project site would vary, depending on their distance from the source, wind direction, and presence or absence of barriers to noise transmission between the source and the receptor.

Title 24 relates to noise insulation for residential uses, and, as such, is not applicable to this project.

TRAFFIC NOISE

Generally, traffic must double in volume to produce a noticeable increase in noise levels. The project would not cause a doubling in traffic volumes; therefore, traffic noise would not be significant.

OPERATIONAL NOISE

The proposed project would continue existing marina operations and related activities that have been ongoing for many years. Although facilities would be improved (a renovated boat hoist, renovated restrooms, a new maintenance shop, oily water and sewage pumpout facilities, a change in location of the Harbor Office, a new children's playground, and increased public access and hand boat launches and paths), noises associated with these improvements would be similar to those associated with existing conditions. There would be an overall decrease in the number of boats berthed at the marina, which could tend to reduce the amount of noise in the harbors compared to existing conditions. Similar to traffic noise, boat traffic must double to produce a noticeable increase in noise levels. The project would not cause a doubling of boat traffic; therefore, traffic noise would not be significant. A larger average berth size in the renovated marina does not necessarily mean there would be an influx of larger boats; however, even if this were the case, the power of auxiliary motors for large sail boats is about the same (25 to 30 horsepower). Moreover, larger power boats often use quieter, four-stroke inboard engines, rather than the louder, two-stroke outboard engines typical of smaller boats.

The proposed project would include mechanical equipment (such as air conditioners and chillers) that could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29 of the San Francisco Police Code. Compliance with Article 29, Section 2909, would minimize noise from building operations, and substantial increases in the ambient noise level due to building equipment noise would not occur.

CONSTRUCTION NOISE

Construction of the proposed project would temporarily increase noise in the site vicinity during periods throughout the approximately 36-month project construction period. All construction activities would be conducted in compliance with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). Sections 2907 and 2908 of the ordinance regulate construction equipment and construction work at

night. The Noise Ordinance requires that: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (as measured in dBA³) at a distance of 100 feet from the source; (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the property line of the site by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m., unless the Director of the Department of Public Works authorizes a special permit for conducting the work during that period. Proposed project work would comply with the Noise Ordinance.

Pile driving associated with the reconstruction of the East and West Harbor floating docks is expected to be the noisiest activity associated with project construction. Pile driving would occur intermittently over the 36-month construction period. During impact, pile riving noise can be about 90 to 95 dBA at 100 feet. Noise levels at receptors near the project site would depend on the distance from the source.

Pile driving associated with the project would produce vibrations in addition to noise. Structures within 25 feet of extensive pile driving could sustain damage. Vibrations from pile driving can also cause damage to buildings in poor condition as far as 100 feet from the source.

Construction noise and possibly vibration could be considered a nuisance by occupants of nearby properties across Marina Boulevard and could interfere with indoor activities in these nearby residences or businesses. However, since the structures across Marina Boulevard are more than 100 feet from the location of proposed pile-driving activity, the associated vibrations would constitute a less-than-significant impact on nearby structures.

Because the pile driving for the proposed project would be conducted underwater and into Bay Mud, it would be less noisy than if it were conducted above ground and into a harder substrate. The noise from the pile driver would be most noticeable along the frontage of the construction area and would decrease with distance. Exterior uses, such as the existing recreational uses on the project site, would be exposed to the highest noise levels. Interior uses, such as the residential uses on the south side of Marina Boulevard, would be less affected. To mitigate any potential impacts associated with noise generated from pile driving, the project sponsor would require contractors to use construction equipment with state-of-the-art noise shielding and muffling devices. The project sponsor would also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors (see Mitigation Measure 1, page 51).

For the above reasons, noise from the proposed project would not result in a significant environmental effect.

³ A dBA is a unit of measure for sound that uses an A-weighted scale to simulate the response of the human ear to various sound frequencies.

6) <u>Air Quality/Climate</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	_____	<u> X </u>	<u> X </u>
(b) Expose sensitive receptors to substantial pollutant concentrations?	_____	<u> X </u>	<u> X </u>
(c) Create objectionable odors affecting a substantial number of people?	_____	<u> X </u>	<u> X </u>
(d) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	_____	<u> X </u>	<u> X </u>

AIR QUALITY

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring detailed air quality analysis. These thresholds are based on the minimum size of projects that BAAQMD considers capable of producing air quality problems due to vehicular emissions.⁴ The proposed project would not exceed this minimum standard. Therefore, no significant air quality impacts due to vehicular emissions would be generated by the proposed project.

The operation of the proposed project would not likely result in adverse air quality impacts due to boat emissions. Because the overall number of berths would be reduced compared to existing conditions, there would be fewer boats to generate emissions in the future. Like automobile vehicle engine emissions, boat engines have become less polluting in recent years, and the trend is expected to continue. It is possible that the project could result in a higher percentage of larger boats than under existing conditions. Even so, larger boats would not necessarily result in more engine emissions. First, sailboats are expected to make up about 63 percent of the boats (the same as the existing percentage). Generally, sailboats, regardless of size, are outfitted with small, auxiliary engines (25 to 30 horsepower), so no increase in engine size or emissions over current conditions would be expected. Secondly, larger power boats are more likely to have four-stroke engines (rather than two-stroke engines). The four-stroke engines are generally much cleaner-operating engines. Therefore, no significant air quality impacts due to boat emissions are expected from the proposed project.

Construction-generated emissions of airborne particulates would occur on a temporary and intermittent basis as a result of earthmoving activities associated with the construction and renovation of the existing Harbor Office; former Degaussing Station (now vacant) for use as the new Harbor Office; renovation of the restrooms in the existing 1,970-square-foot East Harbor public restroom building; and construction of a new 1,000-square-foot, one-story maintenance building near the East Harbor restrooms.

⁴ The BAAQMD "generally does not recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day, unless warranted by the specific nature of the project or project setting" (*BAAQMD CEQA Guidelines*, revised December 1999). The proposed project would generate substantially fewer than 2,000 daily vehicle trips.

The BAAQMD has identified a set of feasible control measures for fine particulates (particulate matter less than 10 microns in diameter, abbreviated PM₁₀). The proposed project would include Mitigation Measure 2 (page 51), which would implement the appropriate BAAQMD measures. Because the proposed project would include these mitigation measures, it would not cause significant construction-related air quality effects.

The BAAQMD implements Regulation 7 to control odorous substances. The BAAQMD has not listed marina operations among those known to emit objectionable odors. According to the Public Information Department at the BAAQMD, the marina area of San Francisco has no history of odor complaints to the BAAQMD (Taylor, 2003). While the harbor area does have typical seaside smells or odors, these are generally not considered objectionable. The project would not change the buffer distances between any existing land uses and sensitive receptors, nor would it introduce new odor sources to the area. Thus, the proposed project would not cause odor effects.

SHADOW AND WIND

The proposed project would not involve construction or expansion of any building greater than 40 feet in height. The maximum height of the proposed maintenance building would be about 18 feet. Moreover, the proposed structures would be constructed on park property for recreational or park-related purposes. The project is therefore not subject to Planning Code Section 295 (Proposition K), which generally prohibits new shadow on city parks.

Shadow cast by the new maintenance building and remodeled restroom would not materially differ from shadow cast by the existing on-site restroom building. In general, shadows would extend about 90 feet (i.e., approximately five times the building height) to the west in the morning hours and would gradually move eastward throughout the day. Shadows would be longer during the winter months and shorter during the summer months. Shadows from the proposed maintenance building would fall on the grassy open space between Marina Boulevard and the East Harbor's surface parking area. Because of the proposed building heights and the configuration of existing buildings in the vicinity, the new shading would be limited in scope and would not increase the total amount of shading above levels that are common and generally accepted for urban areas. As such, the proposed project would not result in significant effects related to shadow.

Wind impacts are generally caused by large buildings that extend substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind. Since all new and renovated buildings would be one story tall, the proposed project would not result in adverse effects on ground-level winds.

7) Utilities/Public Services - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Breach published national, state or local standards relating to solid waste or litter control?	_____	<u>X</u>	_____
(b) Extend a sewer trunk line with capacity to serve new development?	_____	<u>X</u>	_____
(c) Substantially increase demand for schools, recreation or other public facilities?	_____	<u>X</u>	_____
(d) Require major expansion of power, water, or communications facilities?	_____	<u>X</u>	<u>X</u>

Utilities and public services are already provided in the project area. The proposed project includes upgraded electrical, water, and telephone services to the new floating docks, which would incrementally increase demand for and use of public services and utilities on the site. However, this increase would not exceed levels of service expected and already provided in the area. Thus, the proposed project is not expected to have a measurable impact on public services or utilities.

8) Biology - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	_____	<u>X</u>	<u>X</u>
(b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	_____	<u>X</u>	<u>X</u>
(c) Require removal of substantial numbers of mature, scenic trees?	_____	<u>X</u>	<u>X</u>

A biological resources report was prepared for the project, and the discussion below is a summary of the analysis presented in that report (Environmental Science Associates, 2003). Ten special status species were identified as potentially occurring in or near the project site (see Table 3). This list comprises eight special status animals (including four fish species, two bird species, and two mammal species) and two plants. This list was compiled based on an analysis of previous studies conducted in the project region concerning the presence of special status plant and animal species; review of the California Natural Diversity Database (CNDDDB); consultation with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG); review of pertinent scientific literature about the sensitive species of concern; review of the most recent Notice of Review for federally listed and candidate animals; review of CDFG's most recent list of special status animals and plants (which also includes federally listed and candidate plants); and review of California Native Plant Society (CNPS) literature.

Table 3 also presents the current federal and state listing status and, in the case of plants, the CNPS status for the special status species identified. Table 3 does not include all species with the potential to occur

TABLE 3
SPECIAL STATUS SPECIES
WITH GREATEST POTENTIAL TO OCCUR IN THE PROJECT AREA

Common Name Scientific Name	Listing Status	General Habitat	Potential for Species Occurrence Within the Project Area	Period of Occurrence (Animals) or Identification (Plants)
SPECIES THAT ARE LISTED, PROPOSED, OR CANDIDATES FOR LISTING				
ANIMALS				
Fish				
Steelhead, Central California Coast ESU <i>Oncorhynchus mykiss</i>	FT	Drainages of San Francisco and San Pablo bays, central California coastal rivers	Moderate Potential. The marina is within the designated ESU; migrating individuals may occasionally move through Bay waters in and near the marina.	November–May
Steelhead, Central Valley ESU <i>Oncorhynchus mykiss</i>	FT	Drainages of San Francisco, Central Valley, and San Pablo bays.	Moderate Potential. The marina is within the designated ESU; migrating individuals may occasionally move through Bay waters in and near the marina.	November–May
Coho salmon, Central California Coast ESU <i>Oncorhynchus kisutch</i>	FT/CE	Central and northern California coastal rivers and streams	Moderate Potential. The marina is within the designated ESU; migrating individuals may occasionally move through Bay waters in and near the marina.	November–January
Chinook salmon, Central Valley (Sacramento) winter-run ESU <i>Oncorhynchus tshawytscha</i>	FE/CE	Migrates through Bay waters. Adults breed in Central Valley rivers.	Moderate Potential. The marina is within the designated ESU; migrating individuals may occasionally move through Bay waters in and near the marina.	December–July
Chinook salmon, Central Valley spring-run ESU <i>Oncorhynchus tshawytscha</i>	FT/CT	Migrates through Bay waters. Adults breed in Central Valley rivers.	Moderate Potential. The marina is within the designated ESU; migrating individuals may occasionally move through Bay waters in and near the marina.	March–September
Chinook salmon, Central Valley fall- and late-fall-run ESU <i>Oncorhynchus tshawytscha</i>	FC/CSC	Migrates through Bay waters. Adults breed in Central Valley rivers.	Moderate Potential. The marina is within the designated ESU; migrating individuals may occasionally move through Bay waters in and near the marina.	June–December
Birds				
California brown pelican <i>Pelecanus occidentalis</i>	FE/CE	Forages in open water, breeds in colonies on islands without mammal predators	Absent (nesting). Frequent visitor in shore areas of Marina, feeds in Bay. No nesting habitat present.	March–June (nesting); Present year-round
Plants				
Marsh sandwort <i>Arenaria paludicola</i>	FE/CE/1B	Marsh and swamps, growing through dense mats of <i>Typha</i> and <i>Juncus</i> , etc.	Absent. No habitat present in the project area.	March–May

TABLE 3 (Continued)
SPECIAL STATUS SPECIES
WITH GREATEST POTENTIAL TO OCCUR IN THE PROJECT AREA

Common Name Scientific Name	Listing Status	General Habitat	Potential for Species Occurrence Within the Project Area	Period of Occurrence (Animals) or Identification (Plants)
FEDERAL OR STATE SPECIES OF SPECIAL CONCERN				
ANIMALS				
Fish				
Pacific Herring <i>Clupea harengus</i>	MSFCMA	Shallow intertidal waters of bays, estuaries, and coastlines; including rocks, jetties, sandy beaches, and pilings	High Potential. Known spawning population's at north end of Golden Gate Bridge and San Francisco waterfront.	October–March
Birds				
Double-crested cormorant <i>Phalacrocorax auritus</i>	CSC	Nests along coast on sequestered islets, usually on sloping ground or in tall trees along lake margins	Absent (nesting). Described in 1988 1/10 mile east of site (CNDDDB, 2003). No nesting habitat present.	March–June (nesting); present year-round
Mammals				
Harbor seal <i>Phoca vitulina</i>	MMPA	Littoral in nature, colonies found on protected tidal rocks, reefs, and breakwaters	Moderate Potential. Populations observed east of project area, Pier 39, and Seal Rock. Incidental within project area.	Year-round
California sea lion <i>Zalophus californianus</i>	MMPA	Littoral in nature, colonies found on protected tidal rocks, reefs, and breakwaters	Moderate Potential. Populations observed east of project area, Pier 39, and Seal Rock. Incidental within project area.	Year-round
PLANTS				
San Francisco gumplant <i>Grindelia hirsutula</i> var. <i>maritima</i>	FSC/--/1B	Coastal bluff scrub, coastal scrub, valley and foothill grassland; slopes with sandy or serpentine soils	Absent. Habitat for this species does not occur in the project area.	March–May

STATUS CODES:**FEDERAL: (U.S. Fish and Wildlife Service)**

FE = Listed as endangered (in danger of extinction) by the federal government

FT = Listed as threatened (likely to become endangered within the foreseeable future) by the federal government

FP = Proposed for listing as endangered or threatened

FC = Candidate to become a *proposed* species

FSC = Federal species of concern. May be endangered or threatened, but not enough biological information has been gathered to support listing at this time.

MMPA = Protection under the Marine Mammal Protection Act

MSFCMA = Protection under Magnuson-Stevens Fishery Conservation and Management Act

STATE: (California Department of Fish and Game)

CE = Listed as endangered by the State of California

CT = Listed as threatened by the State of California

CR = Listed as rare by the State of California (plants only)

CSC = California species of special concern

California Native Plant Society

List 1A = Plants presumed extinct in California

List 1B = Plants rare, threatened, or endangered in California and elsewhere

SOURCES: CNDDDB, 2003; CNPS, 2003; NPS, 1999; Skinner and Pavlik, 1995; Zeiner et al., 1988; Moyle, 1989.

within the San Francisco North quadrangle, only those that could be reasonably expected to occur in the local project vicinity.

The four special status fish species that were identified to potentially occur at or near the site include Pacific herring, steelhead (Central California Coast Evolutionary Significant Unit [ESU] and Central Valley ESU), coho salmon (Central California Coast ESU), and Chinook salmon (Central Valley winter-run ESU,⁵ Central Valley spring-run ESU, and Central Valley fall- and late-fall-run ESU). Pacific herring may use the site for spawning and may be present seasonally, as shown in Table 3. Salmon and steelhead do not spawn in the Bay or marina, but may be present seasonally during migration (see Table 3). The California brown pelican and double-crested cormorant are the only known rare or endangered species of birds that occur within close proximity (one mile) of the project site; both may use the site for feeding, resting, or transit, but do not nest at the site. Habitat for two special status animal species, harbor seal and the California sea lion, may occur at the project site. Harbor seals and sea lions may occasionally use the site, as populations of both are present nearby to the east (at Pier 39 and Seal Rock). Habitat for special status plant species at the project site and in areas adjacent to the project site is considered poor, because most of the grassland habitat has been extensively modified. Based on the lack of suitable habitat, no special status plant species are expected to occur on or near the project site.

IMPACTS TO FISHERIES

Short-term impacts on biological resources would occur from dredging and the repair/replacement of breakwaters, docks, and dock pilings during marina renovation. The National Oceanic and Atmospheric Administration (NOAA) Fisheries (formerly the National Marine Fisheries Service), Southwest Regional Office, was contacted during the initial agency scoping for the project. NOAA Fisheries provided a comment letter that identified several potential adverse impacts that are sometimes associated with activities that are proposed under the project (Rutten, 2003). The issues included harmful sound pressure levels associated with pile driving; increased turbidity due to construction of breakwaters, other in-water construction, and dredging; water quality degradation from the use of pressure-treated wood in pilings and docks; and increased predation on native fisheries due to the creation of cover for predatory fish species. The potential impacts identified by NOAA Fisheries are addressed below, as applicable, for the proposed project.

Potential Impacts of Dredging on Fisheries: As part of the project, about 87,000 cubic yards of material would be dredged from the West Harbor and 68,000 cubic yards of material would be dredged from the East Harbor. A permit from the U.S. Army Corps of Engineers (USACE) is already in place for the dredging proposed in the West Harbor. Prior to project implementation, the project sponsor would apply for project approval from the USACE for dredging in the East Harbor, and for the required approvals from the BCDC and San Francisco Bay Regional Water Quality Control Board (RWQCB). As part of project permitting, these agencies would consult with the California State Lands Commission, CDFG, NOAA Fisheries, USFWS, and the U.S. Environmental Protection Agency. Based on the results of this consultation, state and federal authorizations for the project would include the appropriate conditions to ensure that the project would not have a significant adverse effect on the environment. The interagency

⁵ Also commonly referred to as the "Sacramento" winter-run ESU, or simply "winter-run ESU." An ESU refers to a biologically distinct population of steelhead or salmon.

Dredged Material Management Office (DMMO), which reviews all applications for dredging in the Bay, would also review the application for project dredging.

Dredging has long been identified as a potential source of impacts to fishery resources (primarily through habitat disruption and increased turbidity) and is addressed by the permitting agencies as well as in the Long-Term Management Strategy for the Placement of Dredged Material in the San Francisco Bay Region (LTMS) (USACE, 2001). The LTMS identifies specific work windows for dredging projects to protect salmonids and their habitats. Project dredging activities would be conducted within the work windows identified in the LTMS, and in compliance with the permit conditions imposed by the USACE, RWQCB, and BCDC. As such, potential impacts from dredging activities would be considered less than significant. For waters in central San Francisco Bay, the dredging and disposal work window for Pacific herring is between March 1 and November 30. The work window for salmonid species in central San Francisco Bay is June 1 through November 30. Potential project work windows are summarized in Table 4. Actual project work windows would be established during project permitting and would be adhered to for all project work. Thus, the proposed dredging would not result in a significant impact to fisheries.

TABLE 4
CONSTRUCTION WORK WINDOWS FOR PILE DRIVING AND
OTHER IN-WATER ACTIVITIES

Fish Species	Work Activity	Construction Work Windows for Project Activities, by Month											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Pacific herring	Pile Driving						W	W	W	W	W	(W)	
	Other In-Water Activities			W	W	W	W	W	W	W	W	W	
Chinook salmon	Pile Driving						W	W	W	W	W	(W)	
	Other In-Water Activities						W	W	W	W	W	W	
Coho salmon	Pile Driving						W	W	W	W	W	(W)	
	Other In-Water Activities						W	W	W	W	W	W	
Steelhead	Pile Driving						W	W	W	W	W	(W)	
	Other In-Water Activities						W	W	W	W	W	W	

W = Work window during which the identified construction activities would minimize impacts to fisheries, in accordance with specific guidance provided by the LTMS (USACE, 2001) for dredging and dredge-disposal-related activities. The pile driving work window guidelines were provided by NOAA Fisheries (Rutten, 2003) and other published fisheries literature that represents the best available scientific data relevant to construction windows that minimally impact fish species.

(W) = Possible work window. NOAA Fisheries established a June 1 to November 30 work window for pile driving activities on another project in the East Harbor (Filice, 2003). The actual project construction work window would be determined by the USACE in consultation with NOAA Fisheries during the permitting phase of the project.

Potential Impacts of Increased Turbidity on Fisheries: A significant impact to commercial Pacific herring could occur if piling replacement or other in-water construction or dredging activities were to take place during the spawning and juvenile rearing period of December 1 through March 1. Such activities could increase turbidity, reduce water quality, and either directly or indirectly affect the health of juvenile or adult herring or their eggs, due to the removal of pilings where herring have spawned, smothering of eggs with sediment, reduced oxygen as a result of chemical changes in the water column associated with dredging, and/or disruption of normal feeding behavior. Restricting in-water construction activities to the period between March 1 and November 30 would avoid such impacts to Pacific herring. Actual project work windows would be established during project permitting and would be adhered to for all project work. As a result, turbidity impacts to Pacific herring would be less than significant.

The project site is currently operated as a marina. Given that there would be no substantial change in in-water activities during project operations, no long-term change in turbidity levels at the site are expected as a result of project implementation.

Potential Impacts of Pile Driving on Fisheries: The project would involve placement of 750 concrete pilings within the marina. If salmonid species are present in the project area, increased sound pressure levels during pile-driving activities could result in significant impacts to such species. Rutten (2003) identified several salmonid species, including coho salmon, Chinook salmon, and steelhead, as potentially present in the project area between the period of November 1 to June 1. Outside of this period, salmonids are not expected to be present in the project vicinity. Based on input from NOAA Fisheries (Rutten, 2003), avoiding pile-driving activities between November 1 and June 1 would avoid potential impacts to salmonids (refer to Table 4 for potential work windows for pile driving). Because the proposed project would not involve pile driving from November 1 to June 1 (or as otherwise stipulated by NOAA Fisheries and USFWS), the impacts of such activities on fisheries would be less than significant.

Indirect Impacts on Salmonids due to Increased Predation: NOAA Fisheries identified that the addition of new docks, pilings, breakwaters, and other in-water structures could provide increased opportunities for predatory fish to prey upon juvenile listed salmonids (Rutten, 2003). The area of new floating docks would increase slightly, as would the amount of fill with new breakwaters. The area of the water's surface currently covered by floating docks is about 120,000 square feet. With the project, about 154,200 square feet would be covered, for a net increase of 34,200 square feet. New fill for breakwaters would be about 16,350 cubic yards placed below MHT (16,000 cubic yards in the West Harbor and 350 cubic yards in the East Harbor). This amount of fill would be offset by the 12,000 cubic yards of fill below MHT that would be removed from the marina with the removal of the West Harbor breakwater at the foot of Scott Street, for a net increase of about 4,350 cubic yards of fill below MHT. This amount of additional fill and dock area is not expected to increase the number of predatory fish. Consultation and coordination with NOAA Fisheries on project design to minimize shading and ambush sites and compliance with USACE permit conditions would ensure that potential impacts to salmonids due to increased predation would be less than significant.

Potential Impacts of Treated Wood Use on Fisheries: Under the proposed project, 705 creosote-treated pilings would be removed and replaced with 750 concrete pilings, and all floating (wood) walkways would be replaced. NOAA Fisheries (Rutten, 2003) advised that "...pressure-treated wood used in the construction of pilings, docks, and boardwalks can leach copper and other chemicals known to be harmful

to salmonids.” To the extent possible, the project would include alternative materials, such as steel, concrete, composite, plastic, reinforced structural plastic, polymer-coated wood, and untreated wood. Any treated wood products used would be approved by NOAA Fisheries and other regulatory agencies. The removal of the creosote-treated pilings would result in a net reduction in the amount of treated wood in the marina and would result in a small, long-term improvement to water quality.

IMPACTS ON MARINE MAMMALS

It is possible that California sea lions and harbor seals swimming in the vicinity of the project during pile driving could be subject to elevated sound pressure levels that could in turn interfere with the animals’ hearing. Construction and other human activity around the site could also potentially result in behavioral changes in nearby pinnipeds (fin-footed mammals). If present, California sea lions and harbor seals might temporarily cease normal activities, such as feeding, or might pop their heads up above water in response to the noise. The animals might also be curious and choose to investigate the project site.

The state and federal resource agencies have not developed specific guidance or significance criteria to establish thresholds for determining potentially disturbing or adverse noise impacts on marine mammals. However, other recent projects involving pile driving that have been permitted and constructed along San Francisco Bay and elsewhere in the region provide some guidance on this issue. In particular, two similarly scaled projects (one in Sausalito and one at the mouth of the Noyo River), both with pile driving components, were determined by the USACE and NOAA Fisheries to have negligible effects on California sea lions and harbor seals, despite their presence in each area. Based on these determinations for similar projects, only short-term, negligible impacts on these marine mammals are anticipated as a result of proposed project construction. As a project improvement measure to further reduce potential impacts to harbor seals and California sea lions, the technique of “dry firing” could be integrated into pile-driving activities at the start of each day, if marine mammals are identified within 150 feet of the work area (see Improvement Measure 1, page 55).

The project site is currently operated as a marina. Given that there would be no substantial change in operation of the marina with the project renovations, no changes in potential long-term impacts to marine mammals are expected as a result of the project.

IMPACTS ON AQUATIC HABITAT

Although the entire San Francisco waterfront is considered Essential Fish Habitat (EFH is broadly defined as waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity), the placement of the new breakwaters, docks, and pilings would minimally decrease available open water in the marina, and continued marina operations would have no change on habitat over existing conditions. Because the project would largely replace the existing and degraded marina facilities and result in a relatively limited amount of net new fill (about 4,350 cubic yards below MHT) in relation to total available habitat, the project would not substantially alter the availability of shoreline or open water habitat in the marina. The aquatic habitat would be essentially identical prior to and following project implementation. Impacts to such habitats during construction would be considered temporary and intermittent during the 36-month construction period and would be limited in extent to areas where fill would be placed or piles

driven. Such short-term, construction-related disturbances to aquatic species and their habitat would be considered a less-than-significant impact.

IMPACTS OF LIGHTING ON WILDLIFE

The proposed project would incorporate relatively low-height, low-intensity lighting on docks, with standard exterior lighting in upland portions of the project site and in on-site buildings. Project lighting would be consistent with existing lighting at the marina and along the Bay shoreline, which has not been demonstrated to pose a significant impact to flying birds or other wildlife. As previously mentioned, project lighting is expected to reduce the amount of light and glare associated with marina operations. As a result, outdoor lighting associated with the proposed project is not expected to result in a significant impact to wildlife or pose an increased strike hazard to migratory or other flying birds. Given that the project would decrease light and glare from the marina, there would be no deterrent to birds using the marina or adjacent areas due to increased light levels.

9) <u>Geology/Topography</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction).	_____	<u> X </u>	<u> X </u>
(b) Change substantially the topography or any unique geologic or physical features of the site?	_____	<u> X </u>	<u> X </u>

SITE GEOLOGY AND TOPOGRAPHY

The project site is almost entirely underlain by hydraulic fill deposits, deposited from 1912 to 1917, and artificial fill dating from 1895 to 1906 (Treadwell and Rollo, 1997). Hydraulic fill deposits are composed mostly of sand and silty sand dredged from the Bay and pumped into their current locations, without any attempts at densification. The southwestern corner of the site is underlain by beach sand deposits, which consist mostly of soft, loosely compacted, homogeneous sand (Blake et al., 2000). The project site is relatively flat (slopes less than 5 percent) at an elevation of about 9 feet above mean sea level (U.S. Geological Survey [USGS], 1995).

The proposed project would not substantially alter the topography of the project site. The only earthmoving required would include shallow (to a depth of about 2½ feet) foundation excavation of less than 10 cubic yards for the expansion of the East Harbor restroom and 100 cubic yards for the East Harbor maintenance building. Some grading would be necessary to level the area for the 10,000-square-foot children's play area and for general landscaping.

GROUND SHAKING

The General Plan Community Safety Element contains maps that show areas of the city subject to geologic hazards. The project site is located in an area subject to moderate ground shaking due to an earthquake along the peninsula segment of the San Andreas and northern Hayward faults (Maps 2 and 3 of the

Community Safety Element). During certain earthquakes, partially consolidated sediments (such as the hydraulic fill and loose sand deposits on the project site) can amplify ground shaking, resulting in structural damage considerably higher than would be experienced by a building placed on such materials as bedrock or consolidated sediments. The USGS estimates a 62 percent probability of at least one magnitude 6.7 or greater earthquake striking the San Francisco Bay region before 2032. The Hayward/Rodgers Creek and San Andreas Fault Systems are the two most likely to cause the event.

The project site could experience a range of ground shaking effects during an earthquake. Ground shaking could cause secondary ground failure, such as differential settlement, that could cause structural damage to buildings, placing people at risk of injury. Seismic ground waves could fracture or sever underground utility conduits. Although some structural damage is typical during an earthquake, provisions of the San Francisco Building Code have been established to protect against building collapse and major injury during a seismic event.

Changes in habitable structures being made as a result of the project include conversion of the former Degaussing Station into an office building, construction of a new maintenance building, and construction of a new children's play structure. The design and construction of the proposed facilities, in accordance with applicable requirements of the San Francisco Building Code, would ensure that the level of risk from earthquake ground shaking is acceptable (within the context of the seismic risk that exists throughout the Bay Area). Implementation of the project would not substantially increase the number of people exposed to ground shaking hazards in the event of an earthquake. Therefore, the project would not result in any significant effects with regard to earthquake-induced ground shaking.

SURFACE RUPTURE

The project site is not located in an Alquist-Priolo Earthquake Fault Zone⁶ as defined by the California Department of Conservation Division of Mines and Geology (CDMG), and no active or potentially active faults exist on or in the immediate vicinity of the site.⁷ The nearest active faults are the San Andreas fault, located 7 miles southwest of the site; the Hayward fault, located 12 miles northeast; the San Gregorio fault, located 15 miles southwest; and the Calaveras fault, located 20 miles northeast (Jennings et al., 1991). Because the site is not located on an active or potentially active fault, the potential for surface fault rupture is low, and the impact is considered less than significant.

LANDSLIDES

The site is not in a potential landslide hazard area (Map 4 of the Community Safety Element). The topography of the project site is flat, and thus no landslide impacts are anticipated.

⁶ Alquist-Priolo zones designate areas most likely to experience fault rupture, although surface fault rupture is not necessarily restricted to those zoned areas.

⁷ An active fault is defined by the State of California as a fault that has had surface displacement within Holocene time (approximately the last 10,000 years). A potentially active fault is defined as a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years), unless direct geologic evidence demonstrates inactivity for all of the Holocene or longer. This definition does not, of course, mean that faults lacking evidence of surface displacement are necessarily inactive. "Sufficiently active" is also used to describe a fault if there is some evidence that Holocene displacement occurred on one or more of its segments or branches (Hart, 1997).

LIQUEFACTION

The project site is located in an area of liquefaction potential (Map 4 of the Community Safety Element), indicating underlying geologic materials have a relatively high susceptibility to ground failure due to liquefaction (i.e., failure of saturated earth materials when subjected to shaking) (CDMG, 2000). In addition to seismically induced ground failure hazards such as those caused by liquefaction, potential long-term differential settlement of compressible, fine-grained sediments can damage structures and buried utilities.

The final building plans would be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. These sources include maps of Special Geologic Study Areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. For any development proposal in an area of liquefaction potential, the DBI will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report pursuant to the state Seismic Hazards Mapping Act. Therefore, potential damage to structures from geotechnical hazards on the project site would be mitigated through the DBI requirement to prepare a geotechnical report and through review of the building permit application pursuant to DBI implementation of the Building Code.

SETTLEMENT/SUBSIDENCE

It is unlikely that groundwater would be encountered during project work, since site excavation would occur to about 2½ feet, and groundwater in the vicinity of the site has been found at a depth of about 15 feet (Nordhav, 1996). However, should dewatering become necessary, a soils report would be prepared to address the potential settlement and subsidence impacts of the dewatering operation. The soils report would make a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings or roadways. If a monitoring survey were recommended, the Department of Public Works would require the project sponsor to retain a Special Inspector (as defined in Article 3 of the Building Code) to perform this monitoring.

COASTAL EROSION

Coastal erosion is a hazard if it occurs unimpeded over an extended period and causes property damage. Long-term erosion due to wave action is currently degrading installed rock slopes and basin slopes in the East and West Harbors, the breakwater structure of the West Harbor, the lower portion of the perimeter seawall near the Harbor Office, and installed rubble revetments in the outer basin of the West Harbor. Slopes in the East Harbor along the land-side perimeter are failing due to wave action.

In order to protect the West Harbor from waves coming from the north, northeast, and northwest, the project proposes installation of two new breakwater extensions. One of these extensions would connect to the existing north jetty and would be composed of either sheetpile or rock. The other extension would extend out from the seawall on the north side of Marina Green and would be composed entirely of rock, due to its unique ability to absorb wave energy. In the East Harbor, long-period wave energy would be dissipated by installing a new floating breakwater or wave attenuation structure near the entrance to the East Harbor. Existing rip-rap slopes along the interior shorelines of the marina would be stabilized by

“locking” the slope toe (base) into the Bay floor and installing filter fabric. These breakwater extensions and additional slope stabilization were designed to absorb and/or dissipate wave energy and modeling conducted by Moffatt & Nichol Engineers (2000 and 2003) substantiates this intended effect. This would be a beneficial impact of the project.

In order to determine whether the proposed project would result in erosion impacts on adjacent land uses (i.e., Crissy Field, Fort Mason) Moffatt & Nichol Engineers was engaged to prepare a technical report and perform modeling. The modeling results show no or very little change in current velocity or wave action outside of the marina. Based on this work and their review of other data and studies for the area, Moffatt & Nichol Engineers concluded that there would be no adverse change to the existing sediment transport conditions in the area surrounding the marina, including Crissy Field and Fort Mason (Moffatt & Nichol Engineers, 2003). Therefore, the project would not adversely affect coastal erosion.

DAM INUNDATION

The site is not near any dam or public reservoir and is not subject to inundation due to reservoir failure (Map 7 of the Community Safety Element). Therefore, the project would not affect nor be affected by dam failure, whether caused by a seismic event, flood, unstable slope conditions, or other reasons.

TSUNAMIS

The project site is located in an area of potential inundation in the event of a tsunami along the San Francisco coast (Map 6 of the Community Safety Element). However, although tsunamis can occur and cause tidal surges in San Francisco Bay, such events are extremely rare and would not result in wave run-up capable of causing flood damage within the project site. San Francisco Bay greatly attenuates tsunamis that might reach the Golden Gate area. For example, Moffatt and Nichol Engineers et al. (1976) observed that water level changes in San Francisco Bay as a result of the tsunami generated by the Alaskan earthquake of 1964 ranged between 2 to 3 feet. Thus, the impacts related to tsunamis are considered less than significant.

In light of the above, the project would not result in a significant effect related to geology and topography.

10) <u>Water Quality</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Substantially degrade water quality, or contaminate a public water supply?	_____	<u> X </u>	<u> X </u>
(b) Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	_____	<u> X </u>	<u> X </u>
(c) Cause substantial flooding, erosion or siltation?	_____	<u> X </u>	<u> X </u>

The proposed project would not result in substantial effects related to water supply, groundwater recharge, or flooding hazards. The project site is not located near the watershed of a public drinking water supply, and neither construction nor operation activities could affect any public water supply. On-land

developments for the marina renovation would require minimal land disturbance (about 100 cubic yards for the new maintenance building and 10 cubic yards for restroom expansion) and introduce a minimum of new impervious surface (about 1,000 square feet for the maintenance building, 600 square feet for the East Harbor restroom, and 5,500 square feet for the new children's play area). Therefore, no impacts to groundwater recharge are anticipated, and it is unlikely that groundwater would be encountered during project construction (see Section 12, Hazards for a discussion of groundwater contamination issues). The project would not result in any changes in the flood elevation of any structures, and no flooding impacts are anticipated.

The project's potential impacts to water quality and hydrology were analyzed in a report prepared by a consultant with expertise in this area (Orion, 2003). The results of the report are summarized below.

WATER QUALITY (RELATED TO DESIGN OF MARINA)

Under the Coastal Zone Act Reauthorization Amendments, the State Water Resources Control Board (SWRCB) and the California Coastal Commission (CCC) have developed a Nonpoint Source Pollutant Control Program that includes water quality control measures for assessment, siting, and design of marinas to reduce water quality impacts from these activities (SWRCB and CCC, 2000). Through its permit process, the BCDC is vested with the authority to implement management measures applicable to marinas. Although the project does not propose the construction of a new marina, it would be subject to BCDC's nonpoint source pollution requirements, and BCDC could specify nonpoint source pollution control measures in its Major Permit for the project. As part of its regional responsibility for protecting water quality, the San Francisco Bay Regional Water Quality Control Board (RWQCB) may also review BCDC's Major Permit and conditions for the project. Water quality management measures implemented by the BCDC that could be applicable to the design of the marina include water quality assessment, marina flushing, shoreline stabilization, stormwater runoff, fueling station design, sewage facilities, and waste management facilities.

Water Quality Assessment: The proposed project includes construction of two new breakwaters in the West Harbor, one new floating breakwater (a wave attenuation structure) in the East Harbor, and removal of two breakwater structures (moles) within the West Harbor. The floating docks and slips within each harbor would also be replaced and reconfigured. A numerical model was used to evaluate how the proposed reconfiguration of the breakwaters would affect flushing rates (the time it takes for water to move out of the marina) and sedimentation patterns (where water-borne sediments are deposited inside and outside of the marina) (Moffatt & Nichol Engineers, 2000 and 2003). The modeling demonstrates that flushing rates within the West Harbor would be improved slightly over existing conditions (i.e., the time necessary to flush the inner harbor would decrease slightly with implementation of the project). This is due, primarily, to the removal of the moles that currently block the flow of tides and currents as they enter and exit the marina. Flushing rates within the East Harbor would be unchanged with implementation of the project, since currents and tides would continue to move freely underneath the proposed floating breakwater structure.

Modeling results also show that current velocities in the West Harbor would increase in the entrance channel between new breakwaters and decrease on the lee (downstream) side. This would result in continued deposition of sediments in the lee of the breakwaters, as is experienced under existing

conditions. There would be no change in current velocities and sedimentation rates in the East Harbor, since no solid breakwaters are proposed and sediments would continue to be primarily transported by tides as they are under existing conditions (Moffatt & Nichols Engineers, 2003). Therefore, the project would have a less-than-significant impact on water quality related to flushing and sedimentation.

Shoreline Stabilization: The existing degraded rip-rap slopes around the interior shorelines of the marina are currently subject to erosion. The proposed reconstruction of the degraded rip-rap slopes would meet the requirements of BCDC's shoreline stabilization management measure, reduce the potential for erosion, and result in a long term improvement in water quality. Therefore, no water quality impacts related to shoreline stabilization are expected.

Stormwater Runoff: Runoff from impervious surfaces could contain suspended solids and other pollutants. Without proper pollution controls this runoff could degrade water quality. However, stormwater runoff from the parking area and other on-land portions of the project site currently drains to the combined sewer system and is treated and discharged to the Bay in compliance with the City's National Pollutant Discharge Elimination System permit. In accordance with the permit, the discharges to the Bay are in conformance with requirements of the Clean Water Act, Combined Sewer Overflow Control Policy, and the associated state requirements in the Water Quality and Control Plan for the San Francisco Bay Basin (RWQCB, 1995). Therefore, the stormwater management controls currently implemented by the City already fulfill the requirement of the stormwater runoff management measure. Stormwater runoff would continue to be directed to City's combined sewer system under the proposed project. Therefore, no water quality impacts related to stormwater runoff are expected to occur with the project, and no additional stormwater management measures are needed.

Fueling Station Design: The existing fueling station in the East Harbor operates in accordance with applicable state and local regulations pertaining to spill control. The project sponsor does not propose modifications to the fueling station. However, the BCDC could require modifications to the design of this facility as special conditions of the Major Permit issued for the project. Although specific permit requirements are not known, the project sponsor would comply with all permit conditions. Since the fueling station is currently operated in compliance with water quality and spill control regulations, and there are no existing water quality violations or problems associated with the fueling station, no water quality impacts related to fueling station design would be expected to occur.

Sewage Facilities: Improper discharge of sewage from recreational boats within the harbors could degrade water quality. Discharge of sewage is currently prohibited within the marina waters, and this prohibition would remain in place under the proposed project. The project includes refurbishment of the two existing sewage pumpout facilities to accept oily wastewater as well as sewage (one located in the West Harbor and one located in the East Harbor), an additional sewage and oily water pumpout in the West Harbor, renovation of existing public restrooms, and addition of new restroom facilities. These facilities would provide further protection of water quality by providing easy access to sewage facilities and would meet the requirements of BCDC's sewage facilities management measure. This would be a beneficial impact of the project. The project sponsor could post signs at all docking locations informing the public of the location of the sewage pumpout facilities, showers, and restroom facilities to promote their use, and discourage discharge of sewage within the harbors, as specified in Improvement Measure 2 (page 55).

Waste Management Facilities: Normal boat maintenance activities at the marina could cause water quality degradation, unless appropriate and accessible waste handling facilities are provided. The existing used oil and oil filter recycling kiosk located near the East Harbor (Figure 2) would remain in place under the proposed project. The kiosk accepts used oil, used filters, bilge oil pads, and other hazardous materials such as batteries and solvents. The Harbor Office also provides free bilge oil pads to boaters, along with educational materials.

The proposed project would include three oily water pumpout facilities – one new facility and two retrofitted sewage pumpouts (Figure 3). These facilities (two in the West Harbor and one in the East Harbor) would be located to allow ease of access by recreational boaters and would provide further protection of water quality beyond existing conditions by adding facilities for proper disposal of oily wastes from boats that use the marina. Provision of these facilities would meet the requirements of BCDC's waste management measure and would be a beneficial impact of the project. As specified in Improvement Measure 2 (page 55), signs could be posted at locations easily accessible to all boaters and the visiting public, informing them of the location of the proposed pumpout facilities and existing recycling kiosk to promote their use and discourage the discharge of oily water and wastes within the marina.

Provisions for compliance with the management measures described above would be reviewed by the BCDC and RWQCB as part of the review and approval process for the Major Permit required for the project. Compliance with these management measures would be incorporated as a special permit requirement of the Major Permit issued and enforced by the BCDC. Therefore, water quality impacts related to the design of the renovated marina would be less than significant.

WATER QUALITY (RELATED TO MARINA OPERATION)

As part of the Major Permit that would be issued for the project, BCDC would require compliance with Nonpoint Source Pollutant Control Program management measures specific to marina operations. Water quality management measures that BCDC could require for protection of water quality during operation of the marina include solid waste control, fish waste control, liquid material control, petroleum control, boat cleaning and maintenance requirements, and maintenance of sewage facilities.

Maintenance of the used oil and oil filter recycling kiosk and provision and maintenance of the oily water and sewage pumpout facilities would comply with the management measures for solid waste control, liquid material control, petroleum control, and maintenance of sewage facilities. Fish processing would continue to be prohibited within the marina, and enforcement of this restriction would ensure compliance with the fish waste management measure. The project sponsor could conduct public education activities, in accordance with Improvement Measure 2 (page 55), to educate marina tenants about the potential water quality impacts related to the use of cleaners, solvents, and paints for boat cleaning and maintenance; encourage tenants to restrict the use of these materials; educate tenants about more environmentally sound alternatives to the use of these materials; and encourage tenants to minimize underwater hull cleaning and maintenance. Although not needed (since there are no existing water quality violations or problems associated with marina operations), implementation of this measure would provide additional water quality protection from potential impacts associated with boat cleaning and maintenance and would ensure compliance with the boat cleaning and maintenance management measure.

Provisions for compliance with the management measures described above would be reviewed by the BCDC and RWQCB as part of the review and approval process for the Major Permit required for the project. Compliance with these management measures would be incorporated as a special permit requirement of the Major Permit issued and enforced by the BCDC. Therefore, water quality impacts related to operation of the renovated marina would be less than significant.

WATER QUALITY (RELATED TO MAINTENANCE DREDGING)

Similar to existing conditions, operation of the renovated marina would require periodic maintenance dredging to sustain the desired depth of sediments in each harbor. Maintenance dredging of the West Harbor is covered under an existing dredging permit from the USACE.⁸ Proposed renovations include dredging of approximately 87,000 cubic yards of sediment from the West Harbor in accordance with the provisions of the existing permit. Maintenance dredging of the East Harbor would also require a permit from the USACE, and the project includes dredging of 68,000 cubic yards of sediment from the East Harbor. Potential water quality impacts related to dredging activities would be the same for both harbors. Dredging would result in short-term disturbance of localized Bay sediments. This could, in turn, result in adverse water quality effects since disturbance of the sediments could temporarily increase turbidity and re-suspend these sediments in Bay waters.

Suspended sediments in the water column can lower levels of dissolved oxygen, increase salinity, and possibly release chemicals present in the sediments into the water. However, increased turbidity levels would be relatively short-lived and generally confined to within a few hundred yards of the activity. After initially high turbidity levels, sediments would disperse and background levels would be restored within hours of disturbance. Therefore, only temporary water quality impacts related to suspended solids and potential contamination in the sediments would be expected. Furthermore, any East Harbor dredging would be subject to the requirements of a Section 10 permit from the USACE and would receive water quality certification by the RWQCB, which would set limits on the duration and level of sedimentation allowed and specify monitoring requirements necessary to protect water quality (as for the West Harbor dredging). Therefore, due to the limited extent and temporary nature of dredging activities, and compliance with permit requirements, water quality impacts related to maintenance dredging in the East Harbor would be less than significant.

Sampling indicates that 144,000 cubic yards of sediment that would be dredged would be suitable for in-bay disposal. The remaining 11,000 cubic yards, all found within the East Harbor, would require upland disposal based on total PAH concentrations greater than 5 mg/kg. While there could be potential water quality effects related to disposal of dredged sediments produced during construction, this disposal would be conducted under the permit from the USACE. In-bay disposal would be subject to the water quality certification, or waiver, from the RWQCB and upland disposal of sediments would be performed in accordance with waste discharge requirements issued to the disposal site.

⁸ The San Francisco Planning Department determined that the West Harbor dredging could not have a significant effect on the environment and issued a Negative Declaration for that project on May 18, 1999. This document is available for review by appointment as part of Case File No. 1998.834E at 1660 Mission Street, Suite 500, San Francisco, CA 94618.

WATER QUALITY (RELATED TO CONSTRUCTION ACTIVITIES)

The proposed project would include construction of 650 feet of new breakwaters at the West and East Harbors, which would require placement of approximately 16,000 cubic yards of new fill at the West Harbor and 350 cubic yards of new fill at the East Harbor. In addition, 16,000 square feet of breakwater would be removed from the West Harbor Inner Basin, requiring removal of approximately 12,000 cubic yards of sediment. Also, 705 existing creosote-treated piles would be replaced with 750 12- to 18-inch diameter concrete pilings; the new pilings would all be placed within the footprint of the marina docks.

Construction of these in-water features would be subject to the requirements of a separate Section 10 permit from the USACE and water quality certification, or waiver, by the RWQCB. In addition to providing water quality certification for activities that would be conducted in the Bay, the water quality certification would include specific conditions requiring use of best management practices to: minimize the discharge of construction materials; control floating debris; control discharge of displaced water produced during construction of the concrete pilings to minimize discharge of pollutants to the Bay; place fueling activities such that they would not affect water quality; and provide spill containment and cleanup equipment to control potential accidental spills.

Although removal of creosote pilings may release some organic substances, the effect would be temporary, and removal of creosote-treated wood pilings and replacement with concrete pilings may result in a small, but long-term improvement in water quality. Compliance with the Section 10 permit and subsequent RWQCB water quality certification, or waiver, would ensure that water quality impacts related to construction activities would be less than significant.

11) <u>Energy/Natural Resources</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	_____	<u> X </u>	<u> X </u>
(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	_____	<u> X </u>	_____

The project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations and Chapter 82 of the San Francisco Administrative Code, "Resource Efficiency Requirements." For this reason, and since the use of time clocks and occupancy sensors would provide more energy-efficient lighting than under existing conditions, the proposed project would not cause a wasteful use of energy. Therefore, energy-related effects would not be significant.

12) **Hazards** - Could the Project:

YES NO DISCUSSED

(a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?

_____ X X

(b) Interfere with emergency response plans or emergency evacuation plans?

_____ X _____

(c) Create a potentially substantial fire hazard?

_____ X X

SOIL AND GROUNDWATER CONTAMINATION

The project site and adjacent parcels have accommodated a variety of historic land uses that may have resulted in subsequent soil and groundwater contamination on or near the project site. The project site is almost entirely underlain by hydraulic fill deposits, deposited from 1912 to 1917, and artificial fill dating from 1895 to 1906 (Treadwell and Rollo, 1997). Hydraulic fill deposits are composed mostly of sand and silty sand dredged from the Bay and pumped into their current locations. The hydraulic fill deposits originated from the Bay during or after the time that adjacent land uses included heavy manufacturing, power generation, and gasification plants; therefore, the possibility exists that marina soils could contain elevated levels of hydrocarbons or other hazardous materials. Elevated levels of polycyclic aromatic hydrocarbons (PAHs) and other hydrocarbons have been detected in soil and groundwater sampled at properties to the southeast of the marina and in sediments to be dredged from the East Harbor (Nordhav, 1996; ABT, 1999; and Arthur D. Little, 2000).

The project site falls outside the boundary of the City and County of San Francisco Ordinance 253-86 (Maher Ordinance); the proposed project, therefore, would not be subject to this ordinance.⁹

Given the limited depth of earthmoving activities proposed as part of the project, it is unlikely that groundwater would be encountered. However, since polycyclic aromatic hydrocarbons (PAHs) were found in the groundwater below the former manufactured gas plant site to the southeast of the project site, and groundwater flow was determined to be in a north-northwest direction (Nordhav, 1996), there is a possibility that groundwater encountered could contain PAHs. Due to the possibility that soil and groundwater on the project site could contain hazardous materials, a mitigation measure has been included to address the possible disturbance of contaminated soil and groundwater (see Mitigation Measure 3, page 52). With the implementation of Mitigation Measure 3, project impacts from soil or groundwater contamination would be less than significant.

⁹ The Maher Ordinance encompasses the area of the City bayward of the original high tide line, where past industrial uses and fill associated with the 1906 earthquake and bay reclamation often left hazardous waste residue in soils and groundwater. The ordinance requires that soils must be analyzed for hazardous wastes if more than 50 cubic yards of soil are to be disturbed.

SEDIMENT CONTAMINATION

The City has conducted several studies to characterize the nature and extent of sediment contamination in the East and West Harbors (ABT, 1999; Arthur D. Little, 2000). These studies were necessary to determine where sediments proposed for dredging could be disposed – either in the Bay or at an upland site. Study results indicated that all West Harbor sediments could be disposed in-bay, and that PAHs were the only contaminants present in sufficient concentrations to preclude in-bay disposal of some of the East Harbor sediments (ABT, 1999; Arthur D. Little, 2000). East Harbor sediments with PAH concentrations greater than 5 parts per million (ppm) will be disposed of in an upland disposal site, per the requirements of regulatory agencies. Project activities would not increase the level of any existing sediment contamination; rather, project work would remove contaminated sediments from the marina. Any sediment contamination remaining in the marina after project work will be managed per permit requirements and conditions of the regulatory agencies. Agency review would include the DMMO, which reviews all dredging applications and associated sampling plans and testing results. This office also coordinates requests for dredging with a regulatory committee made up of the USACE, USFWS, and NOAA Fisheries.

Compliance with the conditions of the current USACE permit for West Harbor dredging, and any conditions imposed for dredging in the East Harbor, will ensure that impacts resulting from project dredging of contaminated sediments or from existing or remaining sediment contamination are less than significant.

HAZARDOUS MATERIALS

Lead-Based Paint: Lead-based paint may be found in the Harbor Office (built in 1938, with modifications in 1963), former Degaussing Station (built in 1951), East Harbor restroom (built in 1976), and West Harbor restroom (built in the late 1920s), all of which would be renovated and/or altered under the proposed project. Remodeling work in these buildings must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead-based paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (such structures are assumed to have lead-based paint on their surfaces), where more than 10 total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers that are at least as effective at protecting human health and the environment as those outlined in Department of Housing and Urban Development (HUD) guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used to remove lead-based paint. Any person performing work subject to the ordinance must make all reasonable efforts during the course of the work to prevent migration of lead-based paint contaminants beyond containment barriers, and any person performing regulated work must make all reasonable efforts to remove visible lead-based paint contaminants from regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, information the notice should contain, and requirements for signs. Notification includes informing bidders of any paint-inspection reports that verify the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the DBI of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is a residential or nonresidential, owner-occupied, or rental property; the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager/cell number of the party who will perform the work. The ordinance contains provisions regarding inspection and sampling for compliance by the DBI, and enforcement, and describes penalties for noncompliance with the requirements of the ordinance.

These regulations and procedures contained in the San Francisco Building Code would ensure that potential project-related impacts due to lead-based paint would be reduced to a less-than-significant level.

Asbestos: Asbestos-containing materials may be present in the existing structures slated for renovation (i.e., West Harbor restrooms and office, Degaussing Station, and East Harbor restroom). No previous asbestos surveys have been conducted on the site, but based on the year of construction of these buildings (between the late 1920s and 1976), asbestos may be present. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified 10 days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/alterd, including size, age, and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations. In addition, BAAQMD would inspect any removal operation about which a complaint is received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in Title 8 of the California Code of Regulations (CCR), Sections 152.9 and 341.6 through 341.14, where there is asbestos-related work involving 100 square feet or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a hazardous waste generator number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractors and haulers of the material are required to file a hazardous waste manifest that details the hauling of the material from the site and the disposal of such material. Pursuant to

California law, the DBI would not issue the required permit until the applicant has complied with the notice and abatement requirements described above.

These regulations and procedures, already established as a part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a less-than-significant level.

Creosote: Wood pilings used in the East and West Harbor floating docks have been treated with creosote. Creosote is an effective marine wood preservative, but may contain organic compounds toxic to marine organisms. Ingestion of liquid creosote or creosote-laden materials, inhalation of liquid creosote vapors, or dermal contact with liquid creosote can be hazardous to human health. The proposed project would replace creosote-treated pilings with concrete, which would result in a long-term reduction in the hazards posed by this material. Removal of timber piling is not expected to create hazards to worker health and safety, as creosote would not be handled in a liquid form. Also, creosote concentrations in the pilings are likely to have decreased, since the majority were installed nearly 40 years ago. The project sponsor would ensure that the contractor disposes of creosote-treated lumber in a lined cell at an approved Class II landfill, and that the disposal is accompanied by the proper manifest. For the above reasons, the proposed removal of creosote-treated pilings would constitute a less-than-significant impact.

Polychlorinated Biphenyls (PCBs) and Other Hazardous Materials: Existing electrical transformers and equipment or fluorescent light ballasts at the Harbor Office, former Degaussing Station, and existing restroom buildings may contain PCBs. Other potential hazardous building materials could pose health threats for renovation workers, but would be mitigated by standard abatement procedures, as necessary. Implementation of Mitigation Measure 4 (page 53) would reduce impacts of potential hazardous building materials to a less-than-significant level.

FIRE HAZARDS

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. The proposed project would conform to these standards. Therefore, the proposed project would have no significant impacts related to fire hazards.

13) <u>Cultural</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	_____	<u> X </u>	<u> X </u>
(b) Conflict with established recreational, educational, religious or scientific uses of the area?	_____	<u> X </u>	_____
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	_____	<u> X </u>	<u> X </u>

ARCHAEOLOGICAL RESOURCES

The Marina Green and the West Harbor were built as part of the 1915 Panama-Pacific International Exposition, or World's Fair. The East Harbor, in what was once known as Gashouse Cove, was not constructed until the mid-1960s. Historically, the project area was within a marshy area at the margin of San Francisco Bay. The current land mass occupied by the Marina Green was created by pumping sand from the Bay to form the northern portion of the 635-acre setting for the Panama-Pacific Exposition (viewed October 13, 2003: <http://www.sanfranciscocomemories.com/ppie/panamapacific.html>). The Marina Green was called the "North Gardens" at the fair, and it became a city park in the 1920s. While the City has undertaken improvements at the West Harbor over the years, the area now occupied by the West Harbor appears unchanged from the "Boat Harbor" shown on maps of the Panama-Pacific International Exposition (viewed October 13, 2003: <http://library.berkeley.edu/EART/maps/sf-1915.jpg>). Ferries bringing visitors to the fair docked at the outer edge of Gashouse Cove. The area inland from the cove was occupied by the San Francisco Gas Light Company and was excluded from the fairgrounds.

The project would involve very limited land-side excavation, both in terms of depth and area, for the expansion of the existing East Harbor restroom and the construction of an adjacent maintenance building. Excavation would total up to about 110 cubic yards, to a depth of about 2½ feet. Because of the limited depth and extent of excavation, the likelihood that historic subsurface artifacts would be encountered during construction is very low. Nevertheless, because such discoveries are possible, the project sponsor would implement Mitigation Measure No. 5 (page 53) to reduce potential impacts to archaeological resources to a less-than-significant level.

ARCHITECTURAL RESOURCES

The proposed project would include a 600-square-foot addition to the East Harbor restroom and primarily interior refurbishment of the Harbor Office, Degaussing Station, and East and West Harbor restrooms. No existing buildings or structures would be demolished, except for floating docks and associated gangways and gates.

Prior to the technical study performed for the proposed project (Carey & Co., 2003), none of the buildings or structures at the marina had been surveyed or evaluated for their potential historic significance, with the exception of the former Degaussing Station. In 1995, the U.S. Navy evaluated the Degaussing Station (which was less than 50 years old at the time), which was assigned a rating of 6Y2 (i.e., it was found ineligible for listing in the National Register of Historic Places [NRHP] and not a potential National Register resource). At that time, the Degaussing Station was not evaluated for local listing. In 2003, Carey & Co., Inc. re-evaluated the Degaussing Station and several other structures and buildings at and adjacent to the project site for historic significance according to federal, state, and local criteria, as well as for historic district eligibility, and to determine if the proposed project would cause a change in the significance of any existing or eligible historic resources.

Carey & Co. evaluated nine resources at the project site (the Harbor Office, Degaussing Station, marina seawall, East Harbor breakwater, East Harbor restroom, West Harbor [also known as "north"] jetty, marina docks and slips, West Harbor restroom, and the refreshment concession stand in the West Harbor) and two resources adjacent to the project site (Marina Green and the West Harbor lighthouse). Carey & Co.

concluded that three of these resources possess historic significance and sufficient physical integrity to qualify for listing in the NRHP, the California Register of Historical Resources (CRHR), and for designation as City Landmarks: the marina seawall, Marina Green, and the concession stand in the West Harbor. The West Harbor lighthouse also possesses historic significance, but may only display sufficient physical integrity to qualify for listing in the CRHR and for designation as a City Landmark (Carey & Co., 2003).

The Planning Department's Preservation Technical Specialist reviewed the Carey & Co. report and concurred with these findings, except for the determination regarding the West Harbor restroom (Simonson, 2003). The Department believes that the West Harbor restroom meets CRHR Criterion 1 (association with a historical event) due to its association with the City of San Francisco's development of the marina and as a locally funded public works project that was a predecessor of the Works Progress Administration (WPA) era (Simonson, 2003). The Department also reports that the project as proposed could result in changes to the Harbor Office that could in turn affect its possible future designation as a historic structure. When the 1963 building additions to the West Harbor restroom reach 50 years old, the building would become eligible for listing in the NRHP/CRHR, for designation as a City landmark, and/or for the creation of a Marina historic district and/or cultural landscape.

Potential project impacts associated with these five resources are discussed in more detail below.

Marina Seawall: The marina seawall retains the northern side of the Marina Green and is approximately 2,000 feet long and about 8 feet tall. It was constructed in phases from 1925 to 1938. Under NRHP/CRHR Criterion A/1 (association with a historical event), the seawall appears to have historic significance for its direct relationship with the WPA improvement program undertaken in San Francisco during the Great Depression. With the exception of ongoing "wear-and-tear" maintenance, the seawall has retained sufficient physical integrity to be eligible for listing on the NRHP and CRHR and as a City Landmark.

The proposed project would involve construction of a new breakwater and ADA-compliant ramp in the West Harbor that would have the potential to damage or substantially alter the marina seawall. However, these potential impacts would be avoided, as the design of the new breakwater and ramp would comply with the Secretary of Interior's Standards for Rehabilitation (Title 36, Code of Federal Regulations, Section 67) by avoiding damage to or alteration of the cobblestone façade of the seawall and nearby stone staircase; clearly differentiating the breakwater and ramp from the seawall; and allowing for removal of the ramp or breakwater so as not damage the seawall or staircase.

West Harbor Restroom: Carey & Co. (2003) does not consider the West Harbor restroom of sufficient historic significance to be eligible for listing in the NRHP or CRHR. The Planning Department, however, finds that the West Harbor restroom meets CRHR Criterion 1 (association with a historical event) due to its association with the City of San Francisco's development of the marina. The proposed project would involve primarily interior renovation of this restroom. To avoid potentially significant impacts on this resource, the proposed renovations were designed by the project sponsor to adhere to the Secretary of the Interior's Standards for Rehabilitation, including retention of existing openings; removal of bars over the windows; and retention of the footprint of the building (i.e., no external additions to the building).

Harbor Office: The Harbor Office was originally constructed in 1938 as part of a Depression-era federal assistance program in San Francisco. The building was expanded in the early 1960s when the yacht harbor was enlarged. The nature of this expansion led Cary & Co. (2003) to conclude that the building “is permanently and essentially different from what existed in 1938,” and therefore, it does not meet the integrity thresholds necessary for listing in the NRHP or CRHR (although Carey & Co. states that it may contribute to a potential, future cultural landscape). The Planning Department (Simonson, 2003) has determined that the proposed project could further impair the integrity of the building and affect the possible future creation of a historic district or cultural landscape. This would be a potentially significant impact. The Planning Department recommends that the building refurbishments proposed under the project be revised so that existing window openings and recessed entrances are retained (Simonson, 2003). The project sponsor has agreed to amend the design changes to this building to retain as much of the original 1938 to 1963 fabric and details as possible, as described in Mitigation Measure 6 (page 54). Implementation of this Mitigation Measure would reduce potential impacts to the Harbor Office to a less-than-significant level.

Concession Stand: Located at the western end of the West Harbor (across an open lawn from the West Harbor restroom), this one-story structure was constructed in 1938. Under NRHP/CRHR Criterion A/1 (association with a historical event), the stand appears to have historic significance for its direct relationship with the WPA improvement program undertaken in San Francisco during the Great Depression. The project plans do not include alterations to the concession stand. Thus, the project would have a less-than-significant impact on the stand.

Marina Green: The Marina Green is a public with paved sidewalks on all sides and parking areas to the north, east, and west. It was originally constructed in 1915 as a landscape element of the Panama-Pacific International Exposition. Structures on the Marina Green include a flagpole (dated 1936), and an Art Deco-style granite monument on the northern edge of the green (constructed in 1941). The Marina Green is located immediately south of the project site. Under NRHP/CRHR Criterion A/1 (association with a historical event), the Marina Green appears to have historic significance as the site of the first transcontinental airmail flights. Project plans do not propose alterations to this resource. Thus, the resource would be preserved in its existing form, and the project would not have a direct or indirect impact on its historic significance.

West Harbor Lighthouse: The West Harbor lighthouse, located on the West Harbor jetty, was constructed in 1931. It is a miniature stone lighthouse approximately 35 feet tall. The resource appears to have historic significance, but lacks sufficient physical integrity to be eligible for listing on the NRHP. Under NRHP/CRHR Criterion C/3 (distinctive architecture), this structure possesses high artistic value in its ornamental scale, stone detailing, and original landscape architecture. Project plans do not include alterations to the West Harbor lighthouse. The proposed project would therefore have a less-than-significant impact on the lighthouse.

The remainder of the resources evaluated, as well as the grouping as a whole, do not possess sufficient historic significance and physical integrity for listing in the NRHP or for CRHR or for designation as a City Landmark (Carey & Co., 2003); thus any impacts resulting from the alterations to these structures or buildings under the proposed project would be less than significant.

Implementation of Mitigation Measure 6 (page 54) would ensure that all project impacts on architectural resources would be less than significant.

C. OTHER - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
Require approval and/or permits from city departments other than the Department of City Planning or Department of Building Inspection, or from regional, state, or federal agencies?	<u>X</u>	<u> </u>	<u>X</u>

Most of the regional, state, and/or federal approvals required for this project are related to water-side project improvements (dredging, placement of new breakwaters, etc.). Required permits would include a Major Permit from BCDC, a Section 404 permit and Section 10 permit from the USACE, and a Section 401 Water Quality Waiver or Certification from the RWQCB. The USACE must consult with the USFWS, NOAA Fisheries, and CDFG in the Section 404 permitting processes as to the likelihood that project activities, including construction of breakwaters, would affect state or federally listed species or their habitat. The USACE would also solicit input from the U.S. Environmental Protection Agency regarding Clean Water Act compliance. Dredging activities would be reviewed by the California State Lands Commission to determine if such activities would occur on state-owned lands, were consistent with the public trust, and/or were subject to royalty fees for mineral extraction. The DMMO would review the application for East Harbor dredging (and has previously reviewed the application for West Harbor dredging) and would review all dredging sampling plans and results. The project would also undergo National Environmental Policy Act compliance review, since federal permits would be issued for project activities.

State approval of any grant funding would be determined by the California Department of Boating and Waterways. Project implementation would also require approvals from the San Francisco Recreation and Parks Commission and Arts Commission.

D. CUMULATIVE IMPACTS

Two substantial projects are currently in various stages of planning or environmental review in the vicinity of the San Francisco marina. The San Francisco County Transportation Authority, working with the Federal Highway Administration and the California Department of Transportation (Caltrans), is considering a number of alternative roadway designs (including tunnel alternatives) to replace Doyle Drive, an approximately 1.5-mile portion of U.S. 101 that leads to the south anchorage of the Golden Gate Bridge. Doyle Drive connects to Marina Boulevard just west of the project site at Lyon Street. The purpose of the project is to improve seismic, structural, and traffic safety of the roadway. The proposed project is undergoing extensive environmental review, and an environmental impact report will likely be published in the summer of 2004.

The 1,490-acre Presidio of San Francisco borders the project site to the west. In July 2001, the Presidio Trust published the Presidio Management Plan, a master plan that provides a framework for future land use and development decisions within the Presidio. The master plan includes reducing the portion of the

park covered by buildings from almost 6 million square feet to 5.6 million square feet within 20 years; increasing open space in the area under the Trust's control from 696 acres to 793 acres; providing 1,300 on-site housing units (through new construction and adaptive reuse of existing buildings); developing new visitor-serving uses (hotels, cultural, and educational uses); and restoring habitat. Proposed land uses in the immediate vicinity of the project site (south of Mason Street and east of Lyon Street) include museums, lodging, recreation, and educational facilities. The final state and federal environmental documentation on the Trust's management plan was certified on August 23, 2002.

Because of its small scale relative to these other projects, and incorporation of appropriate mitigation and improvement measures, the proposed marina renovation would not result in any cumulative impacts.

E. SUMMARY OF NEIGHBORHOOD CONCERNS

On February 7, 2003, the Planning Department mailed a Notification of Project Receiving Environmental Review to the owners of properties within 300 feet of the project site; tenants of the project site, including boat owners; tenants of properties adjacent to the project site; and other potential interested parties, including various regional and state agencies. In response, the Planning Department received numerous letters, e-mails, and telephone calls about issues to be addressed in the environmental review. These concerns have been separated into issues that are covered by the California Environmental Quality Act (CEQA) and addressed in this Initial Study, and issues that are outside the scope of CEQA; both are summarized below.

Neighborhood concerns relevant to CEQA that are addressed in this Initial Study include the following: preserving and avoiding damage to the water organ, the change of use at the vacant Degaussing Station north of the Marina Green, and interference with ongoing recreational activities on the site, specifically on the Marina Green (see Section B.1, Land Use); potential view obstruction related to the addition of the project's proposed breakwaters and concerns related to increases in on-site lighting during project operation (see Section B.2, Visual Quality); the addition of a gate to control ingress and egress to the surface parking area, and whether this action would displace vehicle parking as well as access to the Marina during construction activities (see Section B.4, Transportation/Circulation); potentially significant water quality effects, specifically related to siltation, erosion, increased pollution (fuel discharge), and changes in tidal action (see Section B.8, Biology, and B.10, Water Quality); potentially significant noise and vibration effects from pile-driving activities that could result in harmful sound levels to salmonids (see Section B.8, Biology); potential effects on birds from site lighting (see Section B.8, Biology); the siting of the proposed oily water pumpout and existence of PAHs from a former Pacific Gas and Electric Company substation in the area (see Sections B.10, Water Quality, and B.12, Hazards); and the potential for the project to have an effect on historic architectural resources (see Section B.13, Cultural).

Concerns that are outside the scope of CEQA relate to the proposed project's cost and its relation to potential future user fee increases; policy decisions regarding tenancy and the increase in berth size; and possible view obstruction from private residences.

F. MITIGATION, IMPROVEMENT, AND OTHER MEASURES

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>DISCUSSED</u>
1) Could the project have significant effects if mitigation measures are not included in the project?	<u>X</u>	_____	_____	<u>X</u>
2) Are all mitigation measures necessary to eliminate significant effects included in the project?	<u>X</u>	_____	_____	<u>X</u>

In the course of project planning and design, measures have been identified that would reduce or eliminate potential significant environmental impacts of the project. Measures discussed below are divided into two categories: (1) mitigation measures that would avoid potentially significant impacts, and (2) improvement measures proposed to improve project impacts (even though those impacts would be less than significant).

MITIGATION MEASURES

The following mitigation measures, all of which are necessary to avoid potential significant effects of the project, have been agreed to by the project sponsor.

Mitigation Measure 1 – Noise and Vibration

The project sponsor shall require the construction contractor(s) to use state-of-the-art noise shielding and muffling devices on pile-driving construction equipment and limit pile-driving activity to the hours between 7 a.m. and 8 p.m., Monday through Friday. The construction contractors shall notify residences fronting Marina Boulevard, from Baker Street to Casa Way and from Webster Street to Laguna Street. The notification shall provide the approximate times of construction and a phone number for any additional questions about construction, or to register complaints regarding construction activities, including noise levels.

Mitigation Measure 2 – Construction Air Quality

The following control measures recommended by the BAAQMD shall be implemented during construction:

- All exposed soils shall be watered at least twice daily during construction. Watering shall be sufficient to prevent airborne dust from leaving the site. Increased watering frequency shall occur, as necessary, whenever wind speeds exceed 15 miles per hour. Reclaimed water shall be used for site watering, if available.
- All trucks hauling soil, sand, and other loose materials shall be covered, or at least 2 feet of freeboard shall be maintained (i.e., the minimum required space between the top of the load and the top of the trailer).
- All paved access roads, parking areas, and any paved areas used for staging shall be swept daily (using reclaimed water, if possible).

- At the end of each day, if visible soil material is carried onto nearby paved roads, streets shall be swept (using reclaimed water, if possible).

Mitigation Measure 3 – Soil and Groundwater Contamination

The project sponsor shall conduct one or more Phased Environmental Site Assessments of the project site, as necessary, to ensure that all areas of suspected surface and subsurface contamination subject to ground disturbance during site development activities are sampled. Soil or groundwater samples, or both, would be collected in such areas as directed by the site assessment consultant and based on the conclusions of the Phase I Environmental Site Assessment. Sampling would extend at least to depths subject to ground disturbance. The samples shall be analyzed to identify and quantify any contamination. These studies shall be completed by a Registered Environmental Assessor (REA) or a similarly qualified individual.

If the sampling identifies surface and/or subsurface contamination in areas subject to ground disturbance, the area shall be remediated in accordance with the standards, regulations, and determinations of local, state, and federal regulatory agencies. The project sponsor shall coordinate with the Department of Public Health and any other applicable regulatory agencies to adopt contaminant-specific remediation target levels. The hazardous substances shall be removed and disposed of at an approved site, or other appropriate actions shall be taken.

Prior to conducting any remediation activities a Site Health and Safety Plan would be prepared pursuant to California Division of Occupational Safety and Health (Cal-OSHA) requirements and National Institute for Occupational Safety and Health guidance to ensure worker safety. Under Cal-OSHA requirements, the Site Health and Safety Plan would need to be prepared prior to initiating any earth-moving activities at the site. The Site Health and Safety Plan shall identify protocols for managing soils during construction to minimize worker and public exposure to contaminated soils. The protocols shall include at a minimum:

- (i) Characterization of excavated native soils proposed for use on site prior to placement to confirm that the soil meets appropriate standards.
- (ii) The dust controls specified in Air Quality Mitigation Measure 2.
- (iii) Protocols for managing stockpiled and excavated soils.

The Site Health and Safety Plan shall identify site access controls to be implemented from the time of surface disruption through the completion of earthwork construction. The protocols shall include at a minimum:

- (i) Appropriate site security to prevent unauthorized pedestrian/vehicular entry, such as fencing or other barrier or sufficient height and structural integrity to prevent entry and based upon the degree of control required.
- (ii) Posting of “no trespassing” signs.
- (iii) Providing on-site meetings with construction workers to inform them about security measures and reporting/contingency procedures.

If groundwater contamination is identified, the Site Health and Safety Plan shall identify protocols for managing groundwater during construction to minimize worker and public exposure to contaminated groundwater. The protocols shall include procedures to prevent unacceptable migration of contamination from defined plumes during any dewatering required.

The Site Health and Safety Plan shall include a requirement that construction personnel be trained to recognize potential hazards associated with underground features that could contain hazardous substances, previously unidentified contamination, or buried hazardous debris.

The Site Health and Safety Plan shall include procedures for implementing a contingency plan, including appropriate notification and control procedures, in the event unanticipated subsurface hazards are discovered during construction. Control procedures could include, but would not be limited to, further investigation of other hazards.

All reports and plans prepared in accordance with this mitigation measure shall be provided to the San Francisco Department of Public Health and any other appropriate agencies identified by the Department of Public Health. When all hazardous material have been removed from existing buildings, and soil and groundwater analysis and other activities have been completed, as appropriate, the project sponsor shall submit to the San Francisco Planning Department and the Department of Public Health (and any other agencies identified by the Department of Public Health) a report stating that the mitigation measure has been implemented. The report shall describe the steps taken to comply with the mitigation measure and include all verifying documentation. The report shall be certified by an REA or similarly qualified individual who states that the mitigation measure has been implemented, and specifying the actions that have been implemented.

Mitigation Measure 4 – Hazardous Building Materials

The project sponsor shall ensure that any equipment containing PCBs, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation. Any other hazardous materials identified, either before or during work, will be abated according to applicable federal, state, and local laws.

Mitigation Measure 5 – Archaeological Resources

The following mitigation measure is required to avoid potential adverse effects due to the accidental discovery of buried or submerged historical resources, as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archaeological resource ALERT sheet to the prime contractor; to any subcontractor(s) (including firms hired to perform demolition, excavation, grading, foundation, pile driving, etc.); and to any utilities providers involved in soil-disturbing activities at the project site. Prior to any soil-disturbing activities, each contractor is responsible for circulating the ALERT sheet to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities providers) confirming that all field personnel have received copies of the Alert sheet.

In the event that evidence of an archaeological resource is encountered during soil-disturbing activities, the head foreman and/or project sponsor shall immediately notify the ERO and shall suspend soil-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archaeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archaeological consultant. The archaeological consultant shall advise the ERO as to whether the discovery is an archaeological resource, retains sufficient integrity, and is of potential scientific, historical, or cultural significance. If an archaeological resource is present, the archaeological consultant shall identify and evaluate the resource. The consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include in-situ preservation of the archaeological resource, an archaeological monitoring program, or an archaeological testing program. If an archaeological monitoring program or archaeological testing program is required, it shall be consistent with the Major Environmental Analysis division of the Planning Department guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archaeological resource is at risk due to vandalism, looting, or other damaging actions.

The project archaeological consultant shall submit a Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate, removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey, Northwest Information Center shall receive one copy, and the ERO shall receive one copy of the FARR. The Major Environmental Analysis division shall receive three copies of the FARR, along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation pertaining to NRHP/CRHR eligibility. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Mitigation Measure 6 – Architectural Resources

To avoid any potential impairment of the architectural integrity of the Harbor Office and possible impacts that could affect the future creation of a Marina historic district and/or cultural landscape, the project sponsor shall retain as much of the original 1938 to 1963 fabric and detail of the building as possible. Specifically, project improvements shall preserve the original front doorway to the Harbor Office (either as a doorway, or sealed and obscured on the interior, but visible from the exterior); preserve all original, 1938-era, multi-pane, wood-frame windows (either as windows, or sealed and obscured on the interior, but visible from the exterior); and either retain the recessed entrances or infill the recessed entrances with basalt cobblestones that are complimentary to the existing cladding found throughout the building.

IMPROVEMENT MEASURES

Improvement Measure 1 – “Dry Firing” During Pile Driving

Prior to any pile driving, contractors shall “dry fire” before commencing pile driving if marine mammals are identified within 150 feet of the work area. The U.S. Coast Guard Pier in Monterey, California, has employed dry firing to “herd” California sea lions away from worksites during the installation of piles. A dry fire occurs when the hammer is raised and dropped without compressing the pistons, which produces approximately 50 percent of the maximum in-air noise level. This technique allows pinnipeds to voluntarily move from the area before the hammer is operated at full capacity, and should expose fewer animals to loud sounds both underwater and above water.

Improvement Measure 2 – Public Education Activities

The project sponsor shall conduct public education activities to inform people of harbor rules and the importance of protecting water quality within the marina. As part of this program, signs shall be posted at locations accessible to marine tenants and the visiting public. The signs shall describe the location and encourage the use of sewage and restroom facilities, oily water pumpout facilities, and the used oil and oil-filter recycling kiosk. The program shall educate tenants about potential water quality impacts related to the use of cleaners, solvents, and paints for boat cleaning and maintenance; encourage tenants to restrict the use of these materials; provide information about more environmentally sound alternatives to the use of these materials; and encourage tenants to minimize underwater hull cleaning and maintenance.

G. MANDATORY FINDINGS OF SIGNIFICANCE	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<u> </u>	<u> X </u>	<u> X </u>
2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<u> </u>	<u> X </u>	<u> X </u>
3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	<u> </u>	<u> X </u>	<u> X </u>
4) Would the project cause substantial adverse effects on human beings, either directly or indirectly?	<u> </u>	<u> X </u>	<u> X </u>

H. ON THE BASIS OF THIS INITIAL STUDY

- I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- X I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because Mitigation Measures 1 through 6 in the discussion above have been included as part of the proposed project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.


Paul Maltzer,
Environmental Review Officer

for

Gerald G. Green
Director of Planning

December 26, 2003
DATE

I. REFERENCES

Items noted with an asterisk (*) are available for review at by appointment at the City and County of San Francisco Planning Department, 1660 Mission Street, Suite 500, as part of Case File No. 2002.1129E.

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